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THE AMERICAN

ELEVATOR AND GRAIN TRADE.



D. H. JOHNSON, DES.

Entered at the Post Office at Chicago, Ill., for transmission through the mails at second-class rates.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XX.

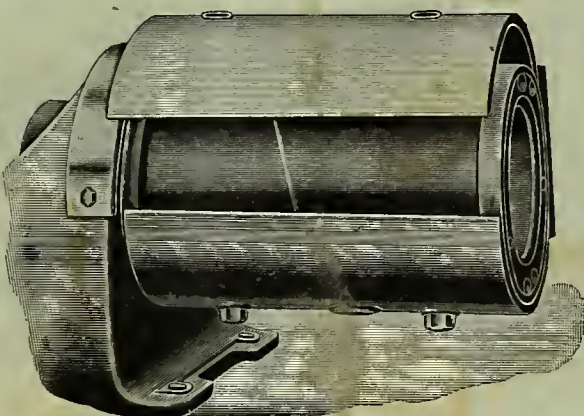
CHICAGO, ILLINOIS, JULY 15, 1901.

No. 1.

{ ONE DOLLAR PER ANNUM
SINGLE COPY, TEN CENTS.



Simplest Engine Built.



Davis Patent Detachable Water Jacket.

Write for Catalog

Describing a thoroughly
high grade engine combin-
ing the most modern im-
provements.

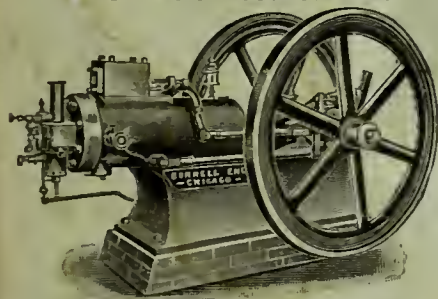
On the market eight years,
Thousands in use.

Successfully Used by Largest Elevator Lines in the Country.

OMAHA, NEB.

DAVIS GASOLINE ENGINE WORKS CO., WATERLOO, IOWA.

The BURRELL ENGINE
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.
Quality High. Price Low.

SKILLIN & RICHARDS MFG. CO.,

241-247 So. Jefferson St., CHICAGO,

MANUFACTURE AND FUR

Modern Appliances

For elevating and conveying grain and commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

COMPLETE OUTFITS FOR LARGE OR SMALL ELEVATORS.

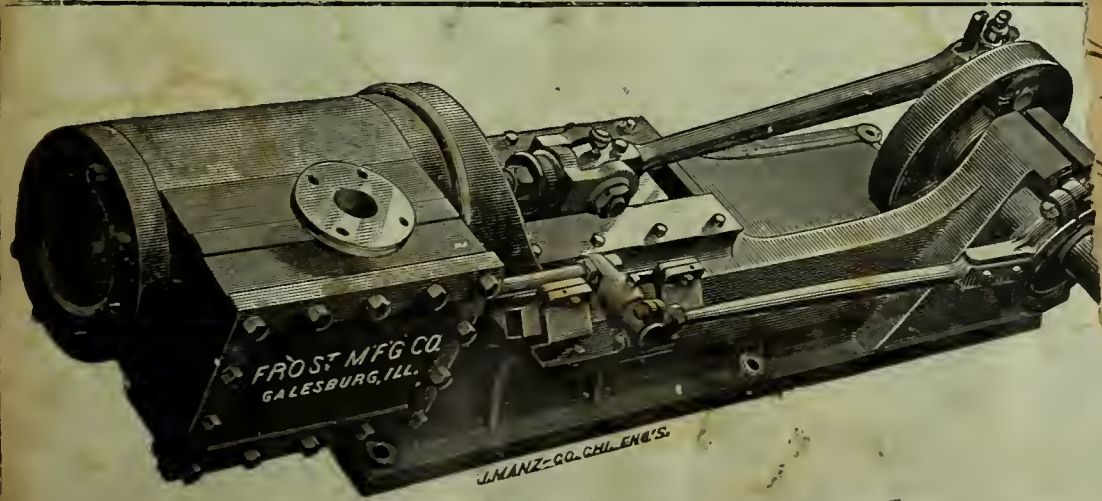
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EVERYBODY KNOWS THEM.
EVERYBODY USES THEM.



Send for our catalogue.

Write us for prices.



FROST MFG CO
GALESBURG, ILL.

J. MANZ - CO. CHICAGO, ILL.

FOR PRICES AND DISCOUNTS

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Elevator Machinery
AND SUPPLIES

—OF—

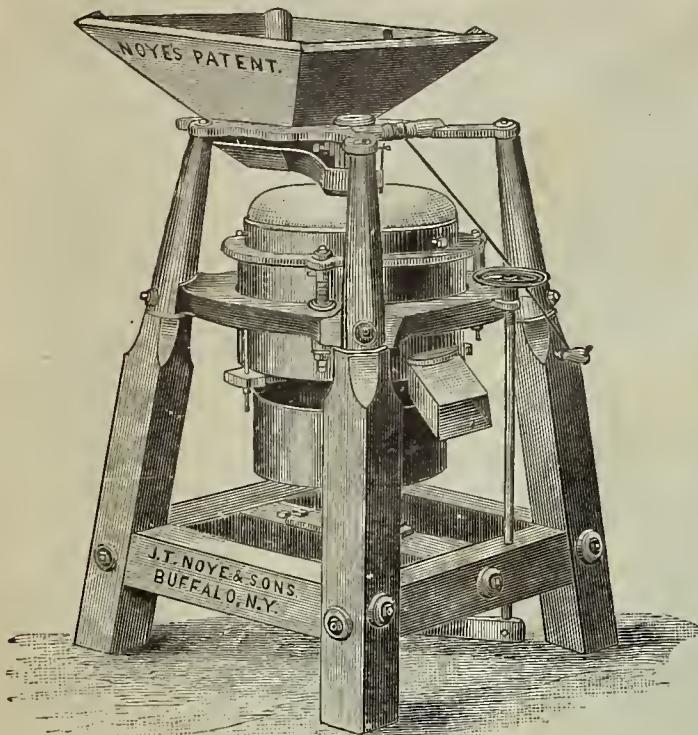
Every Description,

EITHER STEAM OR HORSE-POWER,

DRESS

THE FROST MFG. CO.,
GALESBURG, ILL.

AMERICAN ELEVATOR AND GRAIN TRADE.



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We can suit a conservative who believes in French burr stone for

FEED GRINDING,

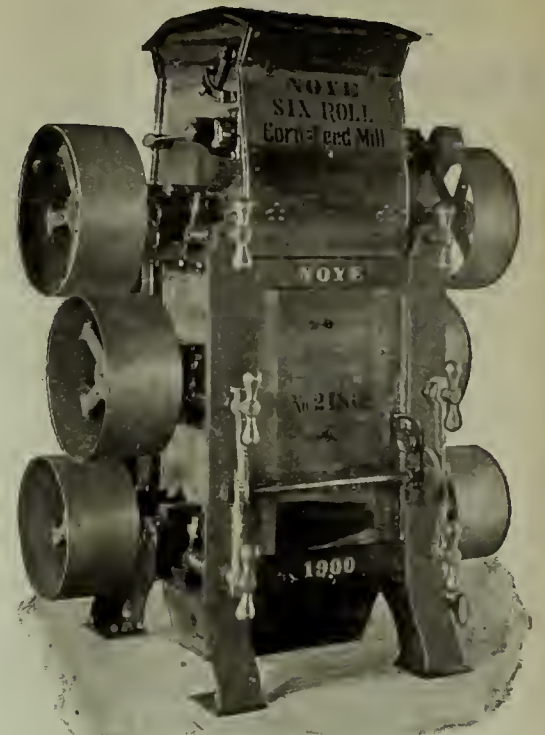
For we have the best stone mill on the market.

We also meet and exceed the expectations of the progressive with our famous

SIX-ROLL MILL.

Grinds seventy-five bushels of fine meal per hour with fifteen horsepower. It grinds oats and cobs equally well.

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ALL BELT DRIVE.

PATENT STRETCHED ELEVATOR BELTING.

Write
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Prices.



Will
Give You
Prompt
Attention.

THE GUTTA PERCHA AND RUBBER MFG. CO.,
96 AND 98 LAKE STREET, CHICAGO.



Our Old Colony selected long fibre Manilla Transmission Rope embodies every point of high quality and efficiency that long experience and scientific experiment have contributed to the art of rope making. It is the one rope on the market sold absolutely on its merits, its price being always based on the market value of the best marks of Cebu Manilla hemp, of which it is made.

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The Most Economical and Rapid Feed Grinder

On Earth.

The only Cob Crusher, Corn, Bran and Screenings Grinder.

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THE WILLIAMS PATENT CRUSHER
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2601 N. Broadway, St. Louis, Mo.
CHICAGO OFFICE, 225 DEARBORN STREET.

"THE IDEAL ELEVATOR BELT."

For Elevating, Conveying and
Power-Transmitting

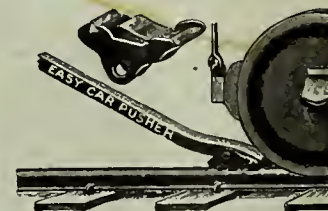
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Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

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SEND FOR PRICE LISTS AND SAMPLE.



EASY CAR PUSHER.

12,000 in use, weighs 20 lbs.; with it one man can move three loaded cars. Sent on 10 days' trial. Absolutely the best made. Can be had of mill supply houses. Price \$5, F. O. B. Factory. We also have office and house furniture at factory prices. Send for circular C. P. No. 5. Ask for Catalogue, Office Furniture, No. 203. Ask for Catalogue, House Furniture, No. 204.

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No. 4 Improved Distributing Spout

(Patented May 15, 1900.)

HAS NO EQUAL.

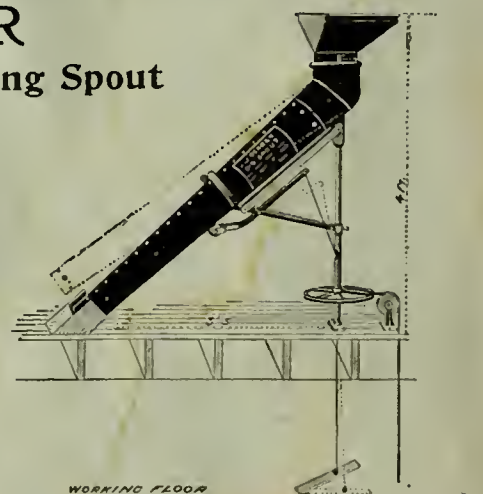
It is reliable and simple
to operate. Try one
and be convinced . . .

ELEVATOR SPOUTING OF ALL
DESCRIPTIONS.

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Minneapolis,

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WANTED:

You to know that our firm name stands for standard goods at right prices.

Grain Elevator Machinery and Mill Supplies.

Power Transmission,
Gas Engines.

Steam Engines
and Boilers.

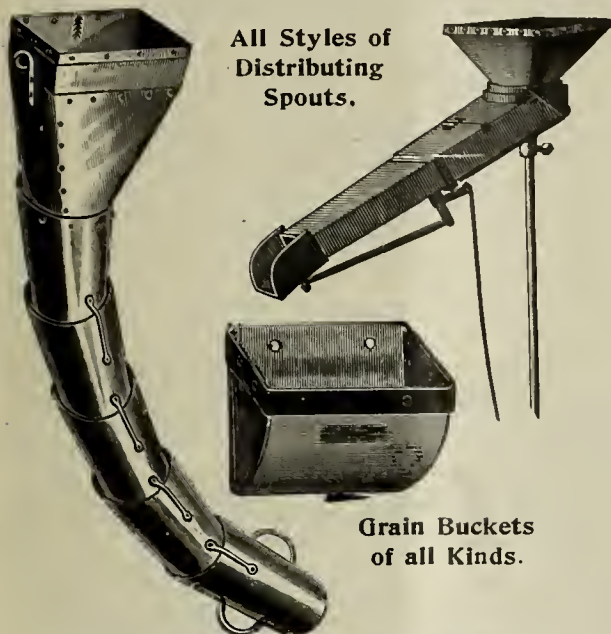
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245-247 SO. JEFFERSON STREET, CHICAGO.

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SEND IN YOUR SPECIFICATIONS AND WE WILL QUOTE YOU PRICES. GENERAL CATALOGUE FREE.



Flexible Spouts, Any Size or Length.

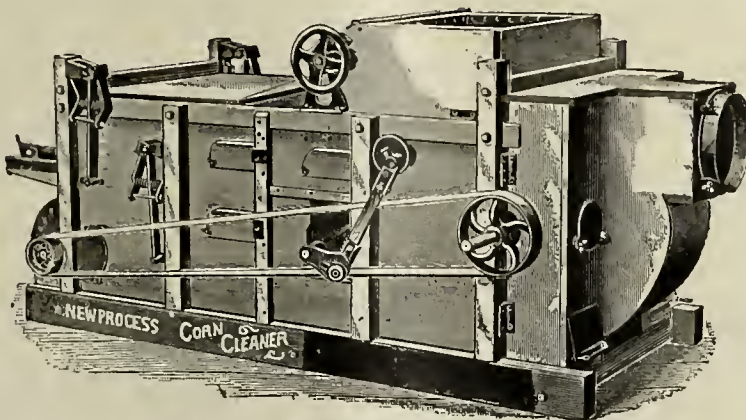
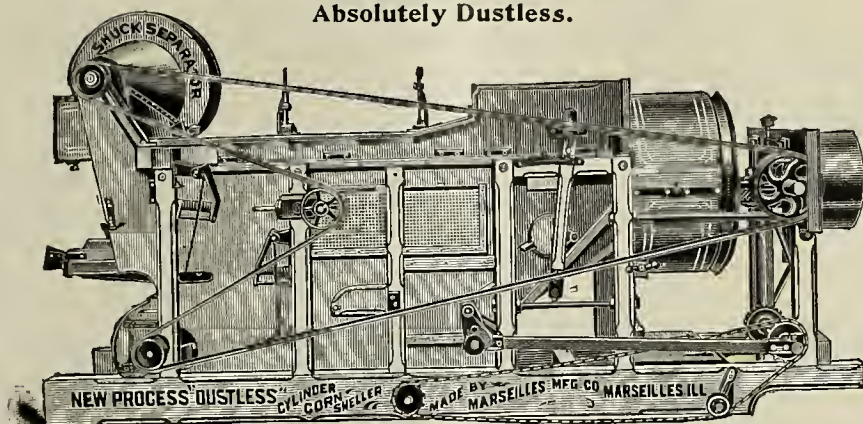
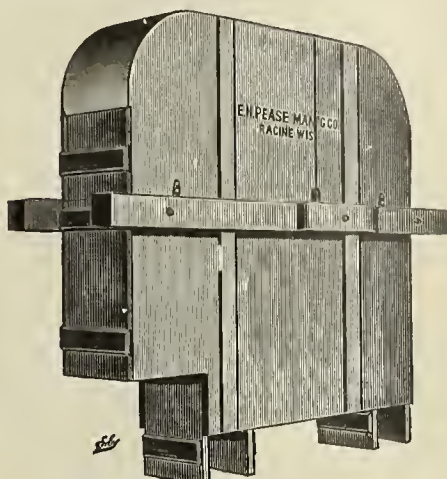
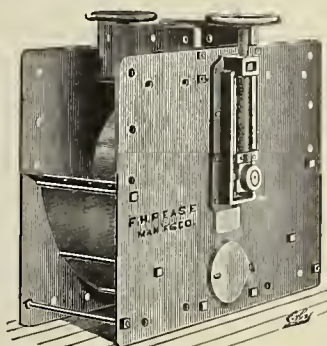


Fanning Mills and Warehouse Separators.

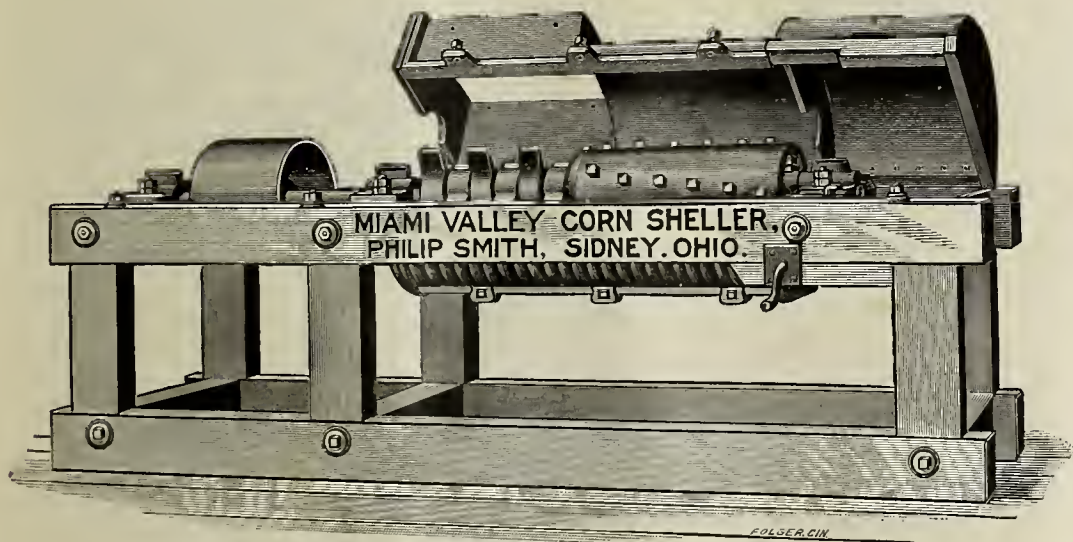
Pulleys,
Shafting,
Hangers,
Gearing,
Pillow Blocks,
Set Collars,
Sprocket Wheels,
Chain, Rubber, Cotton
and Leather Belt.

Power Transmitting Appli-
ances of Every Description.

SHEET-STEEL WORK A SPECIALTY.

Easily Adjustable, Lightest Running,
Absolutely Dustless.New Process Corn Shellers and Cleaners, furnished either as
Combined or Separate Machines, also with or without
Husk Separating Attachment.Elevator Heads,
Mechanically Perfect.Elevator Boots, All Styles,
Wood, Steel or Cast Iron.

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THE MIAMI VALLEY CORN SHELLER

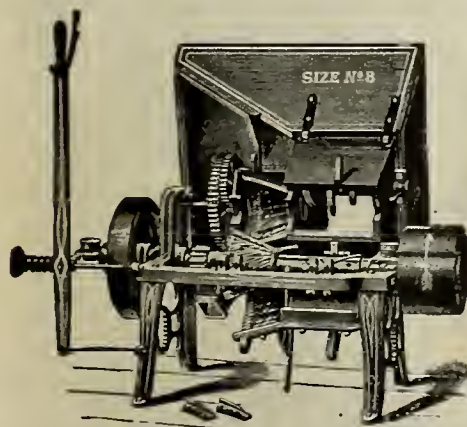
Simplest in construction; shells perfectly; gets all the corn. Can shell new corn earlier than any other sheller. The cylinder is made of hard chilled iron, cast solid on the shaft, fully balanced. This sheller is guaranteed to give entire satisfaction, and is guaranteed to do as good work as any other sheller made.

We also manufacture a complete line of Elevator Machinery, such as corn cleaners, chain drags, feeders, elevator heads and boots, conveyors, dumps and mill and elevator supplies of all kinds.

Send for cut and description of our
latest improved Chain Drag Feeder.

We handle everything pertaining to your interest. Parties contemplating building or making any improvements should write us for prices and description of our machinery.

PHILIP SMITH, Sidney, O.

The Best All-Around Feed Mill

For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. Will grind Kaffir corn in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h p.

You will want one early this Fall. Lay your plans now for a profitable season. Our Catalogue sent for the asking.

The N. P. Bowsher Co., South Bend, Ind.

GEO. H. PHILLIPS CO.,

Commission Merchants.

GRAIN, PROVISIONS, HAY and SEEDS,

Offices, 227-231-232-233 Rialto Bldg., Chicago.

BRANCH OFFICES:
Milwaukee, Minneapolis,
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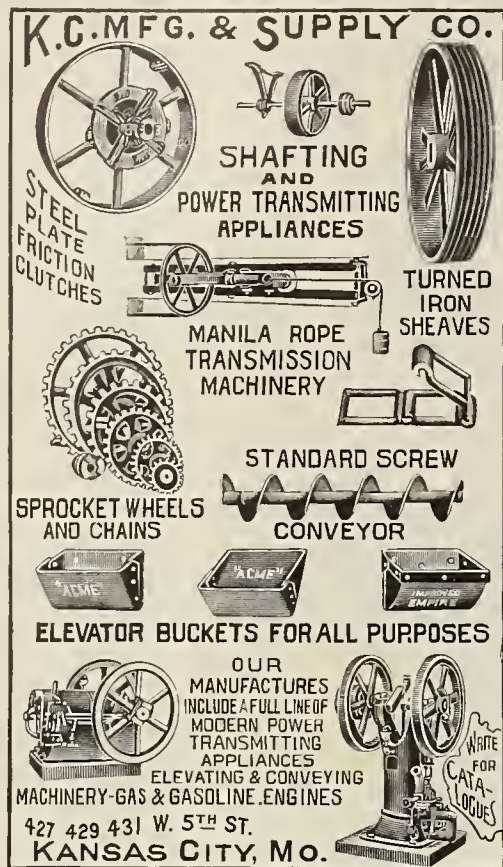
Best service, prompt attention and
close watch of our customers'
interests, our motto.

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K. C. MFG. & SUPPLY CO.,

Complete Grain Elevator Equipments Carried in Stock.

EXCLUSIVE
SOUTHWESTERN
AGENTS
FOR
**WEBSTER
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EXCLUSIVE
AGENTS FOR
**Chandler &
Taylor's**
Steam Engines
and Boilers.
Also Union
Steam Pumps
and
Boiler Feeders,

Gasoline Engines,
Spiral Conveyor,
Pulleys,
Hangers,
Gearing,

Collars.
Sprocket Wheels,
Sprocket Chain,
Elevator Boots,
Elevator Buckets,

Flexible Spouts,
Turn Heads,
Wagon, Hopper and
Dump Scales,
Rubber and Cotton Belting.

WRITE FOR PRICES AND CATALOGUE.

Dodge Manufacturing Co.

ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,
LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

**GRAIN ELEVATOR
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	-	capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	-	" 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	-	" 750,000 "
Botsford & Jenks, Meaford, Ont.,	-	" 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	-	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	-	" 600,000 "
Electric Steel Elevator, Buffalo, -	-	" 1,200,000 "
McReynolds & Co., Hammond, Ind.,	-	" 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	-	" 1,200,000 "
Rosenbaum Br.s., South Chicago, Ill.,	-	" 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	-	" 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	-	" 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

Our Perfected Oat Clipper

AND WHAT ONE USER THINKS OF IT.

Wm. Burke, Grain Merchant.

FRIEND, NEBR, June 3, 1901.

BARNARD & LEAS MFG. CO., Moline, Ill.

Gentlemen:—Some time ago you sent us a Wheat Riddle for our Oat Clipper, the receipt of which we neglected to acknowledge, as the matter was overlooked for the time. We now beg to inform you that the same came to hand duly, and that it was just what we wanted. It fit the machine perfectly. Since putting it in, we have scoured about 10,000 bushels of musty wheat, and I must say that it is surprising the improvement it made in the wheat, and it has demonstrated its efficiency as a wheat cleaner, as well as an Oat Clipper.

A number of grain men have made inquiry of me as to your Oat Clipper, and I always recommend it most highly, and assure you that it is a pleasure to do so, as I find it one of the most complete and useful machines that I have ever used in my twenty-five years' experience in the grain business.

Yours very truly,

WM. BURKE.

Why does this machine call forth such praise? We give below a few reasons:

THE SCOURING CYLINDER IS ADJUSTABLE WHILE IN MOTION.
THE GRAIN IS DISCHARGED FULL WIDTH OF THE MACHINE.
IT TAKES 25 PER CENT LESS POWER.
IT CAN BE SET QUICKLY FOR ANY KIND OF GRAIN.

Write us about it. We will answer cheerfully and promptly all inquiries.

BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY,

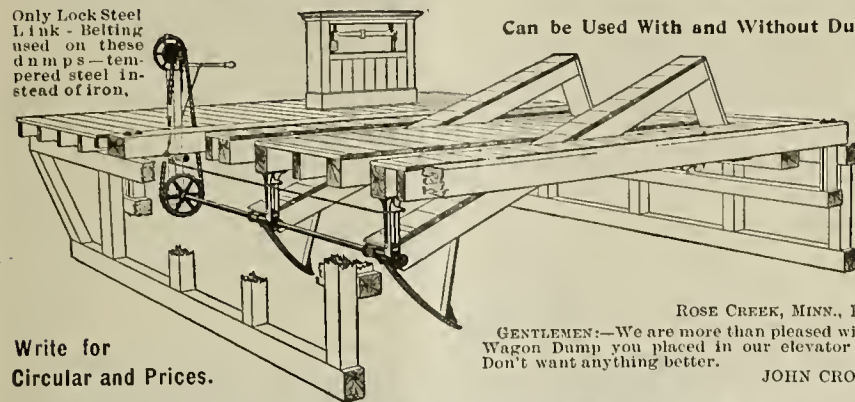
MOLINE, ILL.

THE EVANS CONTROLLABLE WAGON DUMP.

AUTOMATIC LOCKING DEVICE.

THE BEST WAGON DUMP BUILT.

Only Lock Steel Link - Belting used on these dumps—tempered steel instead of iron.



Can be Used With and Without Dump Scales.

Absolute Safety, Control, Great Strength and Durability

Patented April 12, 1898.

ROSE CREEK, MINN., Feb. 1, 1901.

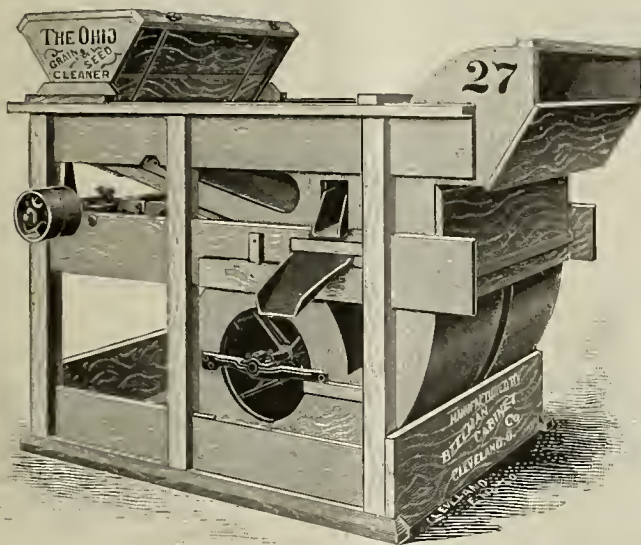
GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.

JOHN CRONIN & CO.

Write for Circular and Prices.

MOULTON & EVANS, 909 E. Eighteenth St., MINNEAPOLIS, MINN.

THE OHIO CLEANERS



Will clean or separate any seed or grain that grows.

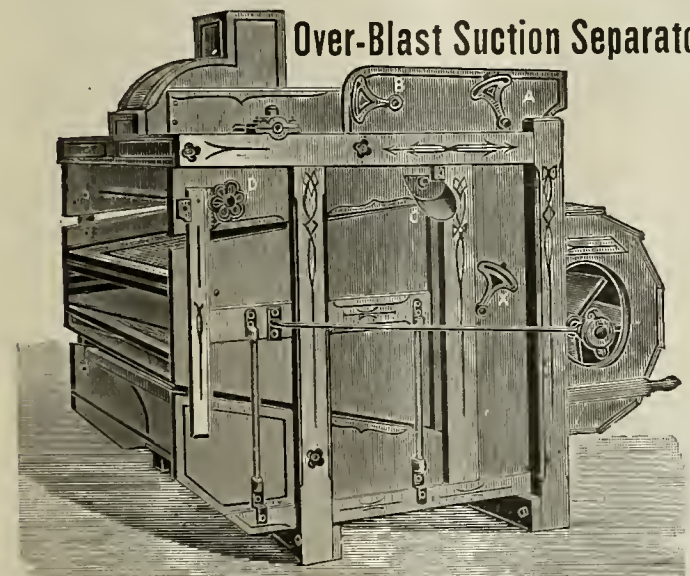
DOUBLE CAPACITY AND LITTLE POWER.

Get our catalogue of Hand and Power Cleaners before placing your order.

Hustling Agencies wanted in every locality.

BEELMAN CABINET CO.
CLEVELAND, O.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE STANDARD IN THEIR LINE.

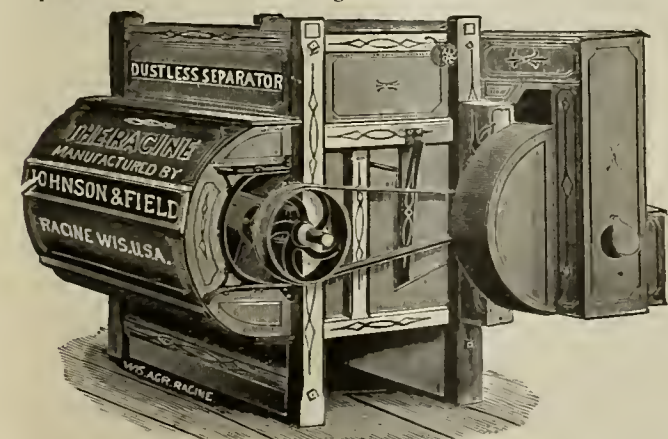
"Grain Cleaned to a Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

"THE RACINE" DUSTLESS GRAIN SEPARATOR

Embodies more points of Excellence than any other machine offered for similar purposes, and is Light Running, Large in Capacity, Perfect in Separation and with Great Strength and Durability.



Made in Different Sizes to Meet Different Requirements.

THE RACINE Heavy Warehouse Mill

Is especially adapted for horse-power use, is supplied with Patent Governor Pulleys, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

Elevator Machinery and Supplies.

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STEPHENS, ADAMSON & CO.

MANUFACTURERS OF

Elevating and Conveying Machinery and Power Transmission Appliances,
AURORA, ILL.

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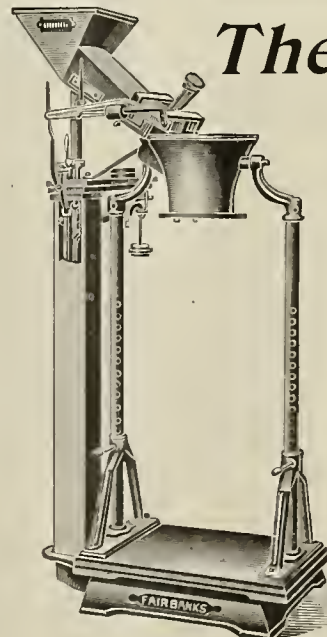
THE HESS PNEUMATIC GRAIN DRIER

EMBODIES ALL THAT IS MERITORIOUS IN MACHINES OF THIS CLASS

It is adapted to harvest, export and salvage grains of all kinds; oats for milling; washed wheat; cereal products; seeds of all varieties, and all substances of granular or fibrous nature

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HESS WARMING & VENTILATING CO.
710 TACOMA BUILDING, CHICAGO



The Bosworth...

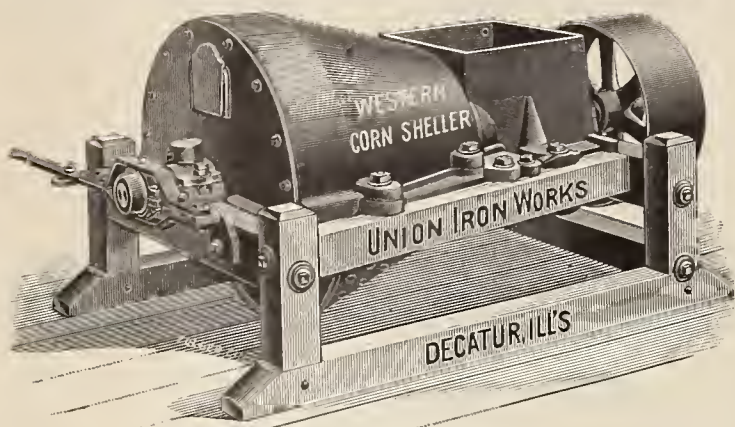
Automatic Weighing Scale

FOR WEIGHING AND BAGGING ALL KINDS OF GRAIN.

Rapid work. Saves time.
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,
UTICA, N. Y.



"Western" Warehouse Sheller.

SOLE MANUFACTURERS

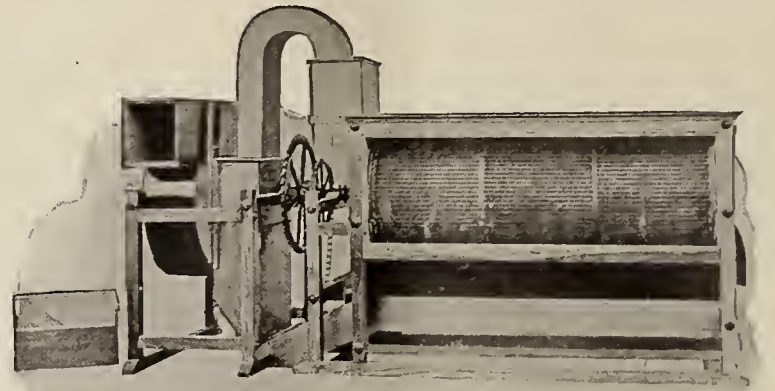
"Western" Shellers and Cleaners, BEST ON EARTH.

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

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"Western" Warehouse Cleaner.

JEFFREY ELEVATING CONVEYING MACHINERY



Chains (All Styles),
Sprocket Wheels,
Shafting,
Pulleys,
Take Up Boxes,
Elevator Buckets,
Boots, Bolts,
Hangers,
Gearing,
Swivel Spouts,
Belt Conveyors.

SEND FOR CATALOGUE.

THE JEFFREY MFG. CO.
New York—Denver. Columbus, Ohio.

INSURANCE

ON GRAIN ELEVATORS
AND CONTENTS

Is furnished at cost by the
MILLERS' NATIONAL INSURANCE CO.,
of Chicago.

It is a Mutual Company which insures
more mills and grain elevators than any
other company in the United States.

It has been in business 26 years and its
average annual cost for insurance to mutual
policy-holders has been about one-half
of the board rates of stock companies.

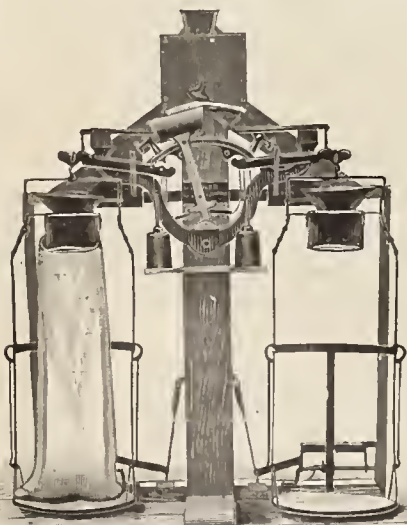
Its cash assets, January 1, 1901, amounted
to \$761,155.90; total admitted assets,
\$2,828,533.69; net cash surplus,
\$472,753.43; surplus over all liabilities,
\$2,540,131.22.

The same conservative management
which has directed the Company's affairs
all through its prosperous existence will
be continued.

Before placing your insurance, write to
the Company at No. 205 La Salle Street,
Chicago, for a copy of the circular and
statement, which fully explains the Company's
method of insuring your class of
property on the mutual plan. If your risk
is up to the required standard you cannot
afford to insure in any other company.

W. L. BARNUM, SECY.

Cutler Bagging Scale



For weighing Grain, Meal,
etc., Automatically, in even
weight packages.

Two
Scales in
One Frame

Operated by one man. Accurate,
economical

Not an experiment. In successful
use 10 years.

THE CUTLER CO., North Wilbraham, Mass.

A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will
more than pay all your running expenses.
It will be an accommodation to the farmers

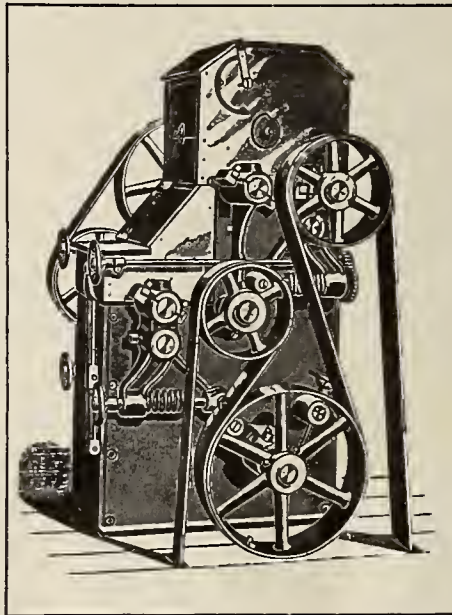
**AND WILL INCREASE
YOUR TRADE.**

WRITE FOR CATALOGUE OF THE
BEST FEED MILL ON EARTH.

Northwestern Agents for the Hyatt Roller Bearing.
Write us; we can interest you.

**Strong & Northway Mfg. Co.,
MINNEAPOLIS, MINN.**

PLEASE MENTION THIS PAPER.



THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

GRAIN ELEVATOR MACHINERY

INCLUDING

Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope
Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.



LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

R. H. McGRATH, LA FAYETTE, IND.

MANUFACTURER OF

Steam Engines
and Boilers,
Mill Gearings
and Machinery
of all kinds,
Foundry and
Machine Work.



McGrath's
Champion Iron
Corn Shellers
for
Warehouses,
McGrath's
Grain Dumps.

Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

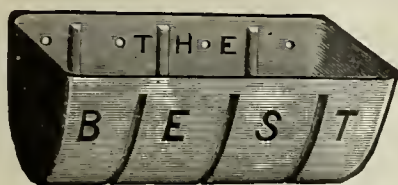
Western Avenue, 17th to 18th Streets, Chicago, Ill.

—CALDWELL HELICOID CONVEYOR.—

Specialties for
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
Continuous Strip of Metal.



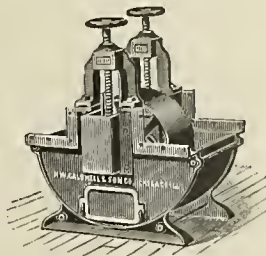
CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.



No Trick to Make Money

WITH THE

**Willford Three-Roller
Feed Mill**

It takes so little power and attention to operate it, and does such perfect work that feed grinding with it is sure to pay. It is so strong and durable that there is no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,
303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH— THE IDEAL AUTOMATIC CAR LOADER.

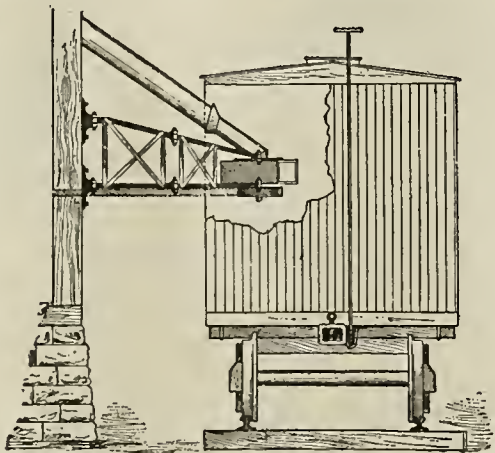
The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

WHAT IT WILL DO:

Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES.
SPECIAL SIZES MADE TO ORDER.

WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO **G. W. DOOLEY & CO., BLOOMINGTON, ILL.**



Reduce of **POWER and INSURANCE**

As well as danger to employees by equipping your elevator with

Cyclone Dust Collectors

MADE BY

THE KNICKERBOCKER CO.,
JACKSON, MICH.

SPECIAL CAR MOVER.

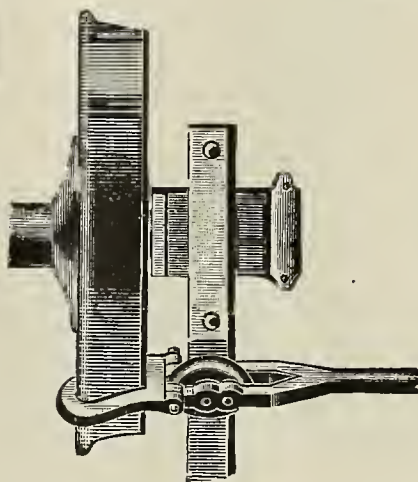
(PAT. APRIL 2, 1901.)

SHIPPED ON TRIAL.

Moves train of cars on good level track.

Hook grips face of wheel and 3,000 to 4,000 pounds is applied in the direct course of the revolution of the wheel.

It moves a car with less power and greater speed than any mover on the market. Price \$5.00, F. O. B. Sac City, and shipped C. O. D., subject to trial and acceptance.



THE CONVEYOR CAR LOADERS have advantages over other loaders.
LET US SHIP YOU ONE ON TRIAL.

THE INCLINE ELEVATOR AND DUMP AND STORAGE SYSTEM is the best and cheapest ear corn and small grain storage. Grain Dealers', Farmers' and Feeders' plants solve the problem of cribbing ear corn, etc., without shoveling.

Grain dealers' elevator having 100,000 bushels' capacity can be built for \$3,500.00.

WRITE FOR FULL PARTICULARS.

H. KURTZ & SON, Sac City, Iowa.

"You cannot gild fine gold or paint the lily."—

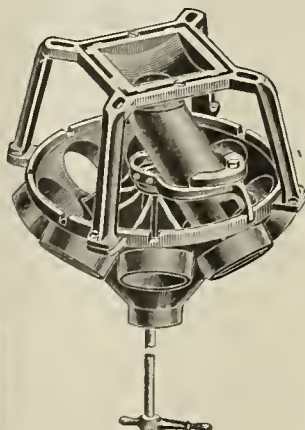
Shakespeare.

The Hall Grain Distributor and Overflow Signal

Is unrivaled and unapproached by any known device for grain distribution in the whole world. All the distributors save only this mix grain in distribution.

Mixing grain is wasting money and it is the most wasteful feature in the grain business. The dockage at destination sums it up with unerring accuracy and is a part of the COST of YOUR DISTRIBUTOR.

With the "Hall" not a kernel mixes or can mix. By an ingenious patented device the spout automatically and simultaneously, without a moving part, empties itself and signals the operator on lower floor when bin is full. It is the acme of simplicity and a triumph in mechanic art. Operates entirely, with accuracy and precision, from the lower floor.



Hall Distributor Co., 520 First National Bank Building, Omaha, Neb.

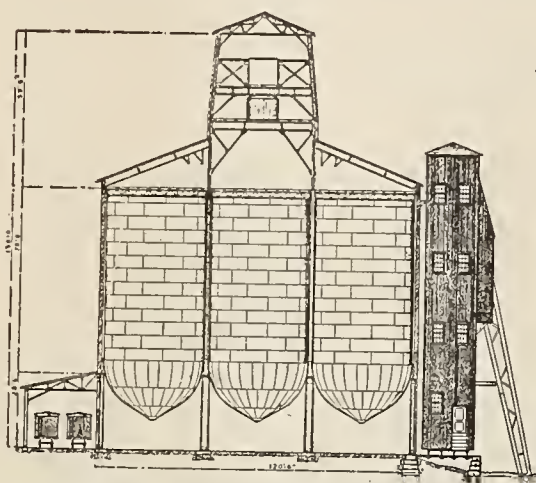
Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

General Office, Water Street, Pittsburg.

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

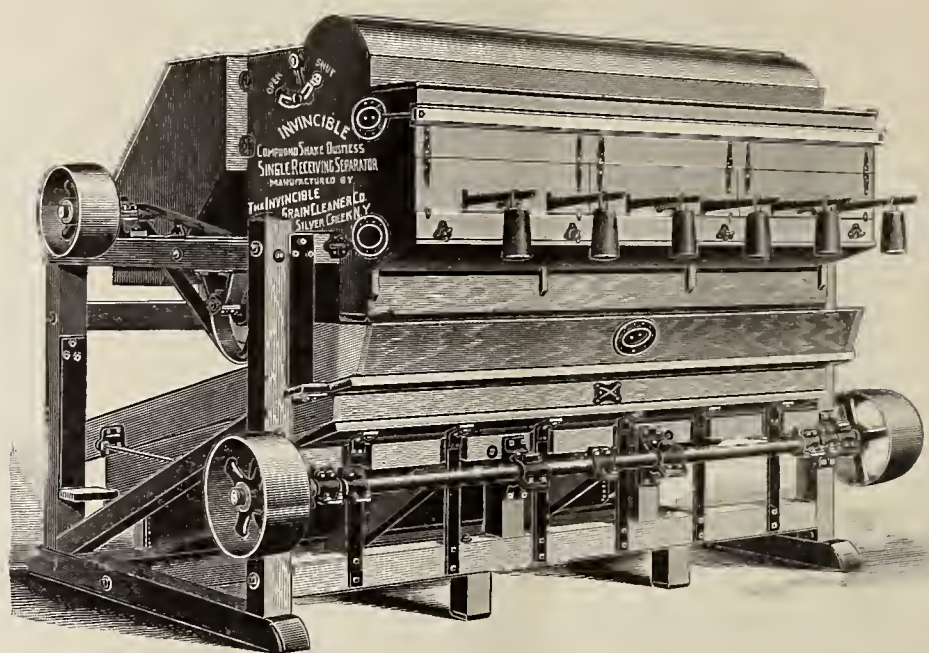
New York Office, 39 and 41 Cortlandt Street.

LONG-DISTANCE TELEPHONE CONNECTIONS.

NO SHAKE, NO TREMBLE—Steadiness Itself.

The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.
They never shake the building but stand as steady as a rock.
Their work is perfect.
Write for latest catalogue.



Invincible Grain Cleaner Company,

SILVER CREEK, N. Y., U. S. A.

Also Manufacturers of the

Needle Screen Gravity Separator and Spiral Belt Separator.

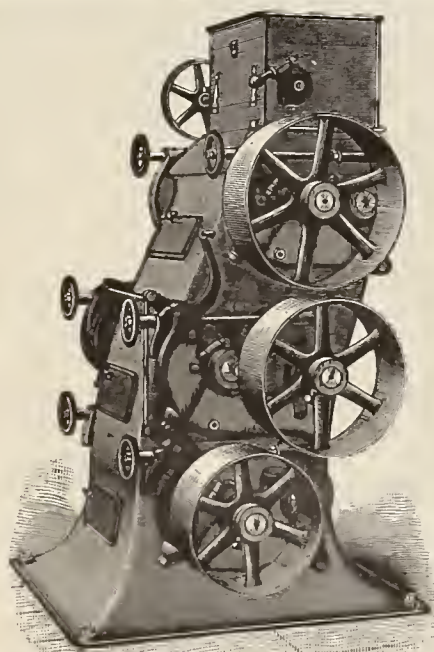
REPRESENTED BY

W. J. Scott, Wyoming Hotel, Chicago, Ill.

Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.

Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn.

J. N. Bacon, Blacherne Block, Indianapolis, Ind.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

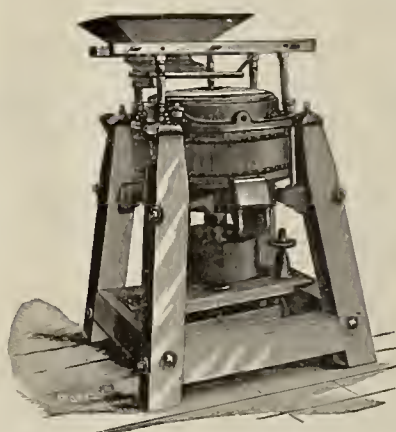
...FEED AND MEAL...
IT PAYS

WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO.,

INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

GUARD AGAINST COMPETITION

... BY INSTALLING OUR ...

"Eureka" Patent Wheat Washing, Drying and Conditioning System,

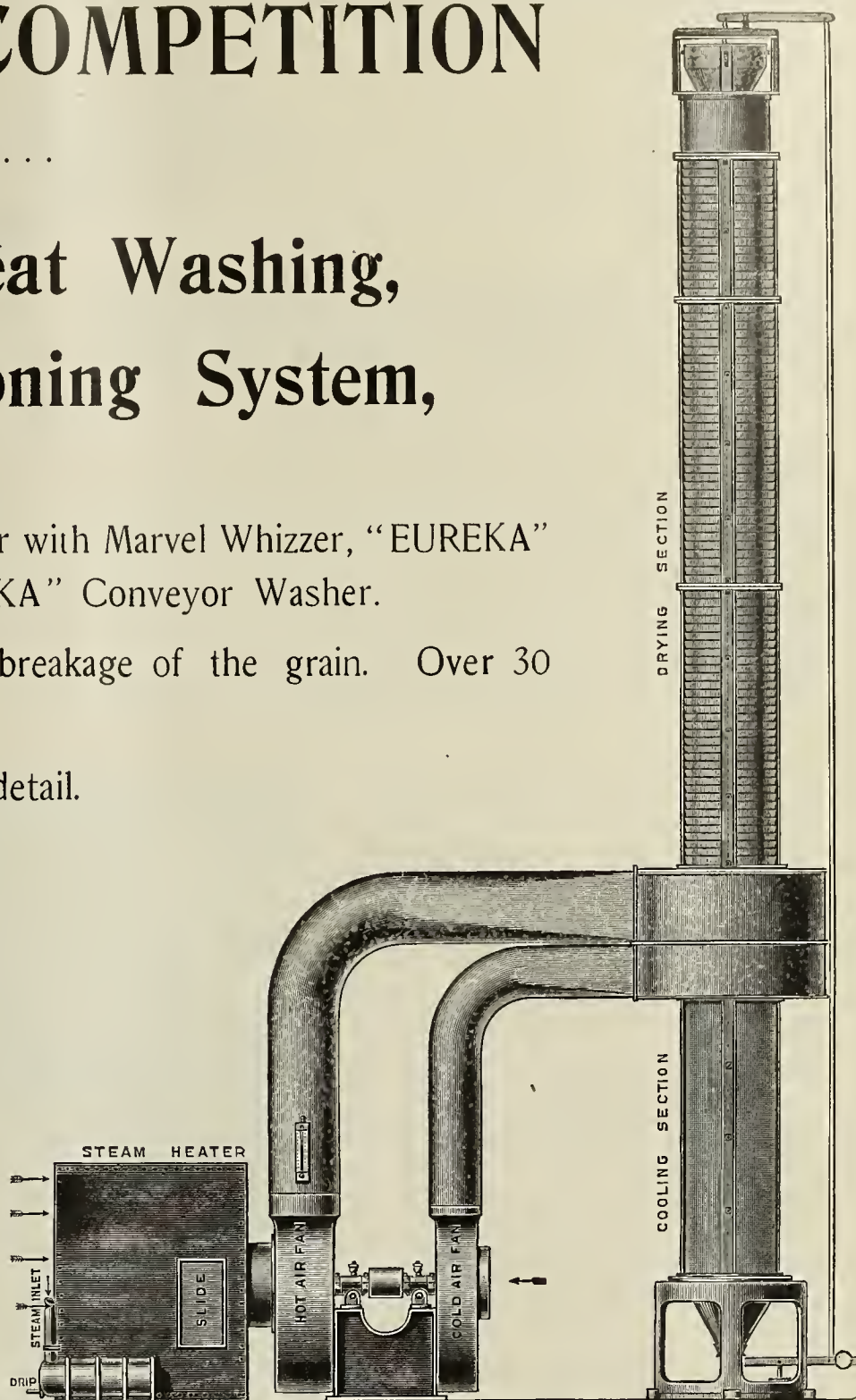
Which includes the "EUREKA" Patent Wheat Washer with Marvel Whizzer, "EUREKA" Horizontal Whizzer (patent applied for) and "EUREKA" Conveyor Washer.

Perfect Drying is what we insure, without breakage of the grain. Over 30 years' experience in this line of machinery.

The "EUREKA" system is perfect in every detail.

NOTICE: We caution purchasers against infringement on our system, which is fully covered by patents.

Duplicate parts of all Eureka Machines built, from the time of Howes, Babcock & Co., in 1856, until the present.



THE S. HOWES CO.,

"EUREKA" WORKS, = = = SILVER CREEK, N. Y.

Manufacturers of "EUREKA" Grain Cleaners, Magnetic Separators, Flour, Bran and Feed Packers.

BRANCH OFFICES: { New York, N. Y., Rooms 133 and 134, 32 Broadway. Minneapolis, Minn., 5 Chamber of Commerce.
Kansas City, Mo., Baltimore Hotel. Chicago, Ill., 11 Traders' Building.
PRINCIPAL FOREIGN OFFICE AND SHOWROOMS: 64 Mark Lane, London, Eng.



J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.
SEND FOR CIRCULAR AND PRICE LIST.

Address

J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.

The following article is reproduced verbatim from

THE DULUTH NEWS TRIBUNE, THURSDAY MORNING, JUNE 20, 1901.

FINE SCALE EQUIPMENT.

Accurate Weighing at Great Northern Elevator.

DAILY CAPACITY 400,000 BUSHEL.

Fairbanks, Morse & Co. Produce Splendid Results.

Eighteen Perfect Modification Scales, Each of Which Withstands a Load of 134,000 Pounds.

The Great Northern Railway system has nearly completed at West Superior, its mammoth steel elevator, being the largest grain working house in the world, with a capacity of over 3,000,000 bushels, facilities for daily receipts of over 400 000 bushels and the loading of boats to the extent of 300,000 bushels per day through its sixteen marine spouts.

This plant has received the attention of the grain and elevator world since its conception. At the present time the equipment throughout is of the best that can be made and complete in every detail. The system of spouting and unloading of cars, two of the most essential and difficult features of a working house, is unique, being able to spout from some of the hoppers into sixty-seven different bins, the bins being eighty-five feet deep.

The question of weights being of such importance, special consideration was given to the arrangement of the scale floor. The hoppers weigh 14,000 pounds each, with a capacity of over 120,000 pounds of grain, each hopper having a garner of proportionate capacity. At the time the contract for the scales was let, the order was placed with a factory on representations of their product being equal to any manufactured, and the success of this scale company in securing the order was advertised in every direction as a recognition of the merits of their goods. This being the largest hopper scale order ever placed for use in the largest house in the world, was an incentive for this factory to produce a modification as perfect as their facilities would permit. When the

time came for receiving grain (the scales being installed in the elevator about midwinter) they were found to be faulty and not suitable for accurate weighing. Two men from the scale factory—the master mechanic and chief scale expert—were at the elevator for many days, trying to put them in condition. Every opportunity was given them, in spite of the fact that this immense elevator, costing over \$1,000,000, was closed for many days on account of being unable to transact business because of the scales. The scale company's men—their master mechanic and chief scale expert—finally admitted the scales were faulty.

As reliable scales were such an essential feature, and this plant could not be closed for an indefinite period, an order was given Fairbanks, Morse & Co. for Fairbanks' Scales to replace those first purchased.

The work of installing the new scales is now completed, and in this modern elevator are now eighteen of the largest and most perfect modification of scales ever built, each of which is to withstand a load of 134,000 pounds, including the capacity and weight of the hopper.

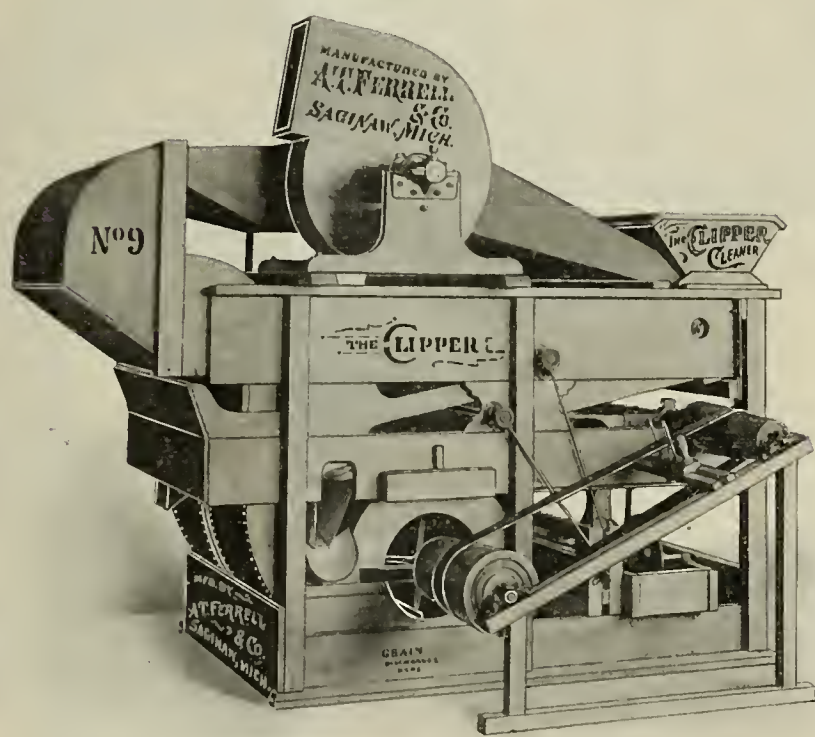
The building of accurate and durable scales is a science, particularly so of the larger modifications now used in the larger elevators and terminal houses, and few people outside of those

directly interested in the weighing and handling of grain realize this and the severe conditions throughout the season imposed upon the scale equipment. In these days of keen and extreme competition throughout the business world in all kinds of manufactured goods, there must be a standard of quality. The majority of manufacturers adhere to this as a principle, devoting all their energies to having their product the best that can be made; others imitating on cheaper lines, depending upon their prices and representations of being equal to other manufactures to secure patronage. The results of the scales in this elevator are the same as the past history of the manufacturing world, as will also be the future, and are not only the recognition of merit in the scales now in this elevator, but of all other goods of every description.



Fairbanks' Scales in the Great Northern Elevator, Duluth.

The CLIPPER Cleaners



Are you engaged in cleaning

GRAIN, SEEDS OR BEANS?

IF SO, THIS MACHINE SHOULD INTEREST YOU, IF FINE WORK AND COST OF POWER ARE TO BE CONSIDERED.

This cut represents our No. 9 Double Fan Cleaner, with Special Air Controller and Traveling Brushes.

Our perforated sample plate and catalogue for the asking.

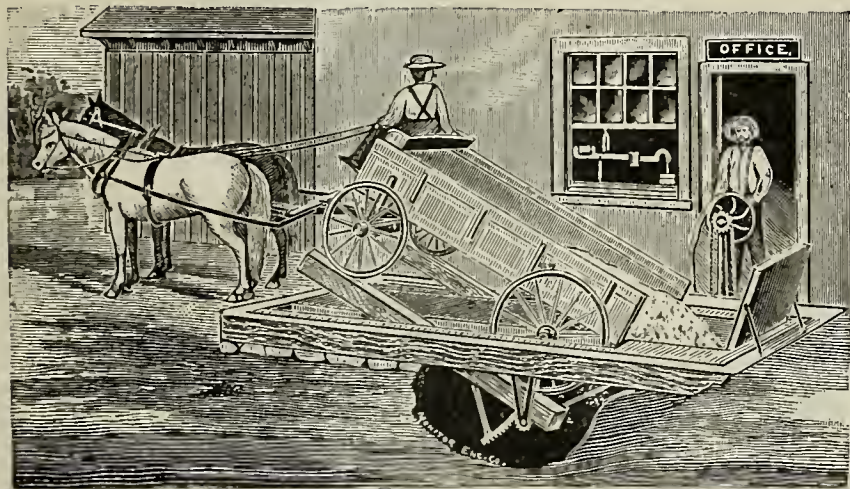
A. T. FERRELL & CO.,
SAGINAW, MICH.

The Albert Dickinson Co. have in daily use 74 Clipper Seed Cleaners.

The St. Anthony & Dakota Elevator Co. have placed 60 of the Clipper Grain and Flax Cleaners in their line of elevators the past year.

More than 90 per cent of the seed firms use Clipper Seed Cleaners.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

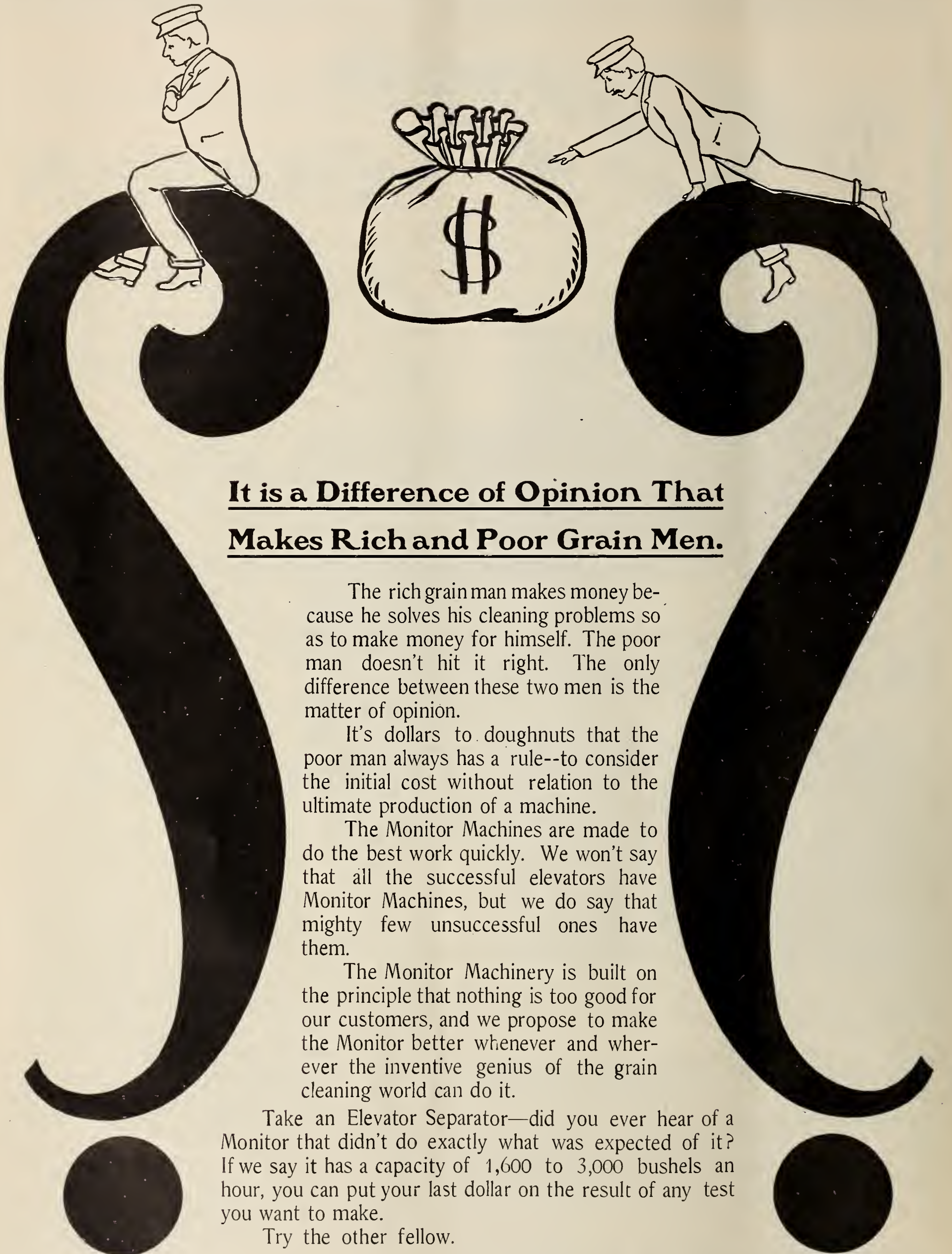
FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

For Particulars Address **The Paine-Ellis Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.



**It is a Difference of Opinion That
Makes Rich and Poor Grain Men.**

The rich grain man makes money because he solves his cleaning problems so as to make money for himself. The poor man doesn't hit it right. The only difference between these two men is the matter of opinion.

It's dollars to doughnuts that the poor man always has a rule--to consider the initial cost without relation to the ultimate production of a machine.

The Monitor Machines are made to do the best work quickly. We won't say that all the successful elevators have Monitor Machines, but we do say that mighty few unsuccessful ones have them.

The Monitor Machinery is built on the principle that nothing is too good for our customers, and we propose to make the Monitor better whenever and wherever the inventive genius of the grain cleaning world can do it.

Take an Elevator Separator—did you ever hear of a Monitor that didn't do exactly what was expected of it? If we say it has a capacity of 1,600 to 3,000 bushels an hour, you can put your last dollar on the result of any test you want to make.

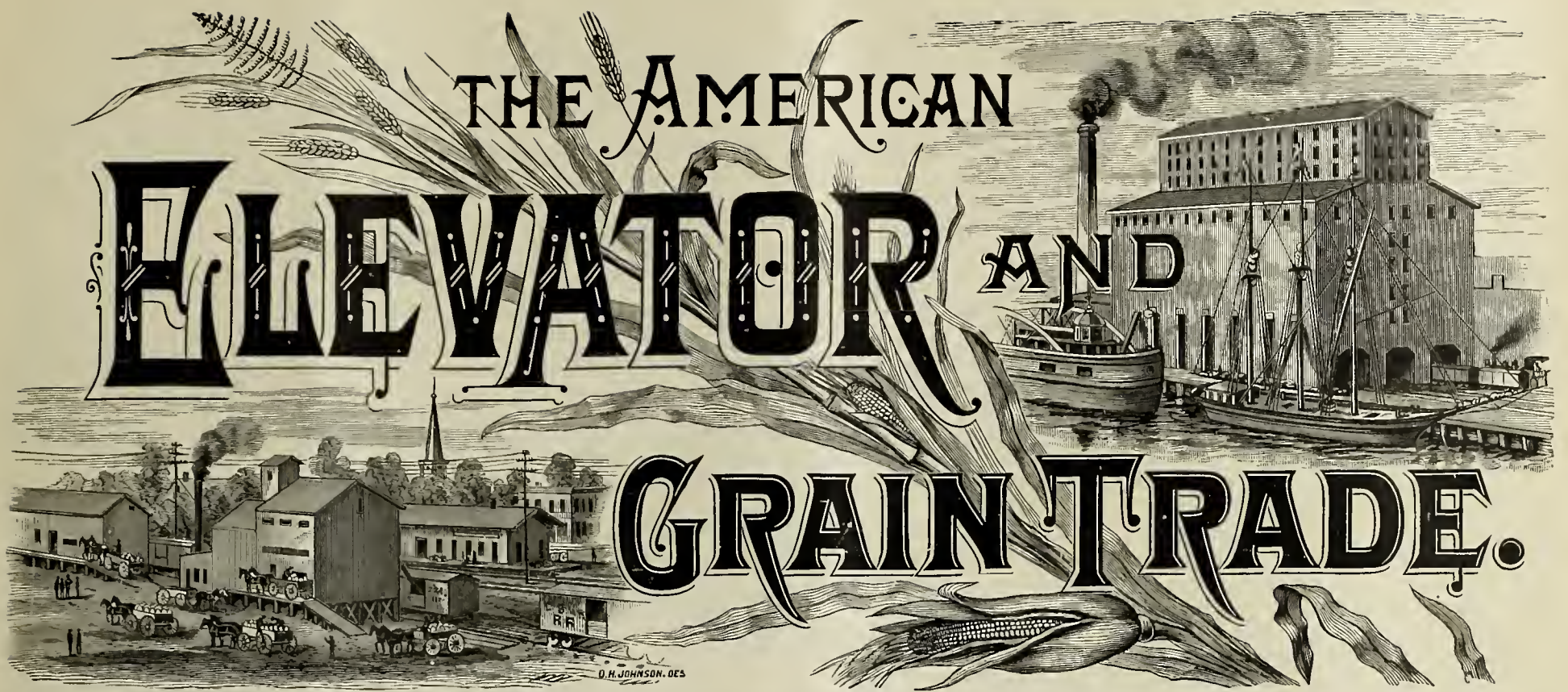
Try the other fellow.

Huntley Manufacturing Co.

SILVER CREEK,

MONITOR WORKS.

NEW YORK.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED). Vol. XX.

CHICAGO, ILLINOIS, JULY 15, 1901.

No. 1. { ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

McFADDEN & CO., HAVANA, ILL.

The Illinois River below Peoria has always been a commercial highway of importance. It contributed enormously to the development of the state in the early days, when the head of navigation was at Peru, to which point the Illinois and Michigan Canal was dug to complete the chain of water communication between the Mississippi and the Great Lakes. During the last thirty years that chain has

tion of the Cherokee passing the elevator of McFadden & Co. at Havana, Ill.

The elevator in question is very favorably located. Being built at the foot of the river embankment, two bridges carry the road from the office scales to the dumps on the main floor, which, paradoxical as it may sound, is located on the top story, so that wagons empty grain directly into the storage bins, filling them without the use of any elevating machinery whatever. In fact, the house, which was

feet in size, and the combined houses hold 16,000 bushels in bins, while there is room on the floors below the bins and above them to increase this capacity to 40,000 bushels.

The firm of McFadden & Co. is one of the best known buyers in Central Illinois, H. W. McFadden, the senior of the firm, having been continuously in the grain business along the river since 1858. He began at Chillicothe and later moved to Havana. He has always been popular with the farmers,



VIEW ON ILLINOIS RIVER SHOWING THE STEAMER CHEROKEE AND THE ELEVATOR OF MCFADDEN & CO. AT HAVANA, ILL.

had a weak link, owing to low water between Hennepin and Peru, but this has been remedied during the past year by the floods of water poured into the river by the Drainage Canal, and the river has thus been restored to its old-time possibilities and boats have resumed their regular runs. The lower river has, however, much the larger and more important lines of boats, carrying passengers as well as freight, and while they may not be equal in magnificence to some of those of the early days, when steamboats were the only means of travel other than by horse and wagon, some of them are quite pretentious still, as appears from our illustra-

erected in 1865 on the site of a still older one, burned a few years previously, was built for river shipment exclusively, and for many years grain was binned for shipment by steamboat to Peoria or St. Louis, or by canalboat to Chicago. Later on, however, machinery was put in to load cars standing on a switch built on the top of the embankment and under the wagon bridges. The house, therefore, has facilities for both receiving grain from cars and loading into them as well as into water craft.

The main house is 60x80 feet and has 21 bins; the annex, which is for winter storage, is 30x100

whose confidence he never abused and has always been more or less successful. As his sons grew to manhood, he shared his business with them, B. H. McFadden, the elder son, first, and a few years later, the brother, G. C. McFadden, both of whom are the "Co." of the firm's title, by which it has been known for many years. The Havana office is the central office of the business, which embraces an extensive line of elevators in Mason, Cass and Menard counties, several of which are models of elevator construction for the country trade, and which the editor hopes will later on be illustrated in these columns.

MONTREAL SEEKING LIGHT.

During June the Montreal Harbor Commissioners, together with Chief Engineer Kennedy, made a tour of the grain ports of the lakes in search of information touching the building and management of grain elevators. The party consisted of Robert McKay, president of the commission; Robert Bickerdike, M. P.; Alphonse Racine, John Torrence, Joseph Contant; Joseph R. Ray of Ottawa, supervising engineer of the department of public works; John Kennedy, chief engineer of the commission; H. D. Metcalf, president of the Montreal Commercial Exchange; J. A. Jamison, expert elevator engineer, and David Seath, secretary of the commission.

From Montreal the commissioners went to Owen Sound, and thence in succession to Sault Ste. Marie, Duluth, Minneapolis, Chicago, Cleveland and Buffalo.

In speaking of the trade in Buffalo, Mr. Contant said, on returning home, that it seemed that the private elevator was doomed. To make elevators pay there must be water or rail connections, or, better still, both. The commissioners are of the opinion that they should now be able to handle the matter of improved terminal facilities in the port of Montreal in an intelligent manner and thus give the people their \$1,000,000 worth. Just when they will get it, at Montreal's rate of progress during the past three years, is "another story."

ELEVATOR RECEIPTS AT BALTIMORE.

On June 27 a reported overissue of corn receipts by the Canton (Baltimore) elevators led to the adoption of the following resolution by the board of directors of the Baltimore Chamber of Commerce:

Resolved, That the resolution adopted on March 11, 1901, which read as follows: "Elevators B and C, Locust Point, and Nos. 1 and 3, Canton, were declared regular," be and it is hereby repealed, to take effect on and after July 1, 1901; and,

Resolved, That in lieu of the said former resolution the following be and it is hereby adopted: "Resolved, That the Elevators B and C, Locust Point, be declared regular on and after July 1, 1901."

The action was further precipitated by the unsatisfactory answer by the Pennsylvania Railroad Company to a request by the Baltimore Chamber of Commerce to the company that the same relation be assumed by the Pennsylvania Railroad Company to the Canton elevators that the Baltimore & Ohio holds to the Locust Point elevators.

The resolution having been adopted, the Chamber of Commerce then sent a committee headed by President C. C. Macgill to Philadelphia, to adjust the differences. On June 20 this committee reported that an arrangement had been made with the railroad company by which the Canton elevator receipts are to be guaranteed by the company. In brief, the agreement made is that the Pennsylvania Railroad Company shall bond the elevators, which are managed by the Baltimore Elevator Company, for \$1,000,000 additional, making the total bond \$1,450,000, and is to have a representative to superintend the issuance of receipts. The Fidelity and Deposit Company will furnish the additional bond. This arrangement will continue until January 1, 1902, when, it is understood, the Pennsylvania Railroad Company will place all its elevators on the Atlantic Coast under one large company, formed for that purpose.

The Baltimore & Ohio Railroad Company has an elevator department which handles its elevators. The Pennsylvania has, however, believed that the road should end its connection with grain when it has delivered the cereals into the elevator. Nevertheless, in order to simplify the situation and place all the company's terminal ports on the same basis, the question of placing all the elevators under one management is being considered.

The Pennsylvania Railroad is better able to bring this about now than it ever has been. It controls the Baltimore & Ohio and its large ownership of stock in the Chesapeake & Ohio and the

Norfolk & Western enables it to advise those roads on important features of their policies; while, in fact, these four roads bring practically all the grain to the "outports" of the Atlantic Coast, viz., Baltimore, Philadelphia, Norfolk and Newport News. Most of the grain shipped from New York is loaded on the ships by the floating elevators, but the Pennsylvania's influence in the trunk line situation would enable it to have a change made even there if it were thought advisable.

DENISON B. SMITH.

Denison B. Smith, the veteran secretary of the Toledo Produce Exchange, died on June 22, at the age of 83 years, after an illness of several weeks.

Mr. Smith was born in Stonington, Conn., on October 26, 1817, and in 1841 went to Toledo to go into the grain business. He soon afterward became the owner of a line of canal boats and lake vessels. In 1849 he was made president of the Toledo Board of Trade and was president of that body until 1876, when the Produce Exchange succeeded that organization and he was made secretary. He edited the Toledo Daily Market Report for the Produce Exchange and was one of the best

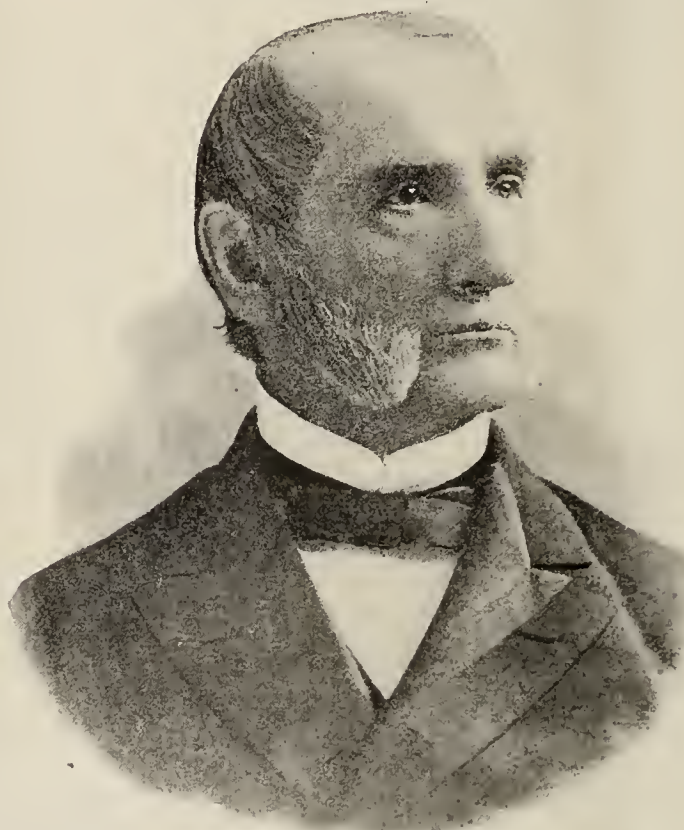
the steadfast purity of his purposes and his unswerving devotion to the noblest ideals both in private and public life. Be it further

Resolved, That we offer to the family of our good friend assurances of a sympathy which words are not adequate to express, and that this memorial be presented to them as a slight evidence of our sorrow and respect, and be spread upon the records of the Exchange as a standing tribute to the virtues of the dead.

In no way, we think, can the rare beauty of Mr. Smith's character be better expressed than by the following quotation of his own words, published by him in the Daily Market Report on the occasion of his 83d birthday. Although the paragraphs are personal in the extreme, no friend of his will find in them other than the spontaneous and sincere confession of a noble and manly though humble mind that had already attained "the peace that passeth all understanding," and even then awaited only the final summons to pass willingly, if not eagerly, to his eternal rest:

"I hail once more my natal day,
Still in my tenement of clay.
With many favors blest:
And He who placed the structure here
Can prop it up another year,
If he should think it best."

And here we are, at the ending of our 83d and facing the 84th year. It is a lease of life quite



THE LATE DENISON B. SMITH OF TOLEDO.

informed grain men in America. He was also an expert in navigation, and no man on the lakes had a better knowledge of harbors and their needs.

On the announcement of Mr. Smith's death the Exchange adjourned in respect to his memory, and appointed a committee, with Frank I. King as chairman, to prepare a suitable memorial. This special committee subsequently reported the following, which was unanimously adopted:

"And thus he bore without abuse
The grand old name of gentleman,
Defamed by every charlatan
And soiled with all ignoble use."

—Tennyson.

Whereas, Through the storm and sunshine of the years, in success and in failure, in joy and in sorrow, in sickness and in health, there has been one among us whose very presence has been a benediction and a blessing to all about him; and

Whereas, This good friend and faithful servant of his Master has betaken him to the rest that knows no ending, and we shall not again enjoy the excellent solace of his companionship; and

Whereas, In bidding farewell to Denison B. Smith we are saddened by the thought that we have said good-bye as well to a type of sturdy, chivalric manhood that received its inspiration in the pioneer days of our beloved land; therefore, be it

Resolved, That we endeavor, as best we may, to set forth the gentleness of this man's life and the love that we cherished for him; that we bear testimony to the beneficent influence of his example and the indelible imprint it has made upon us, and pay tribute to the rare and beautiful character of his citizenship, his high and delicate sense of honor,

beyond our expectations. It brings with it no regrets and no fears, but a full measure of happiness that we have lived so long in a world full of beauty and loving friends. It is a ripe but not an old age. So many men and women are bright and capable mentally and physically at a greater age. But as the years fly past us we do not forget that it brings nearer to us the last call of the Master. During our career as secretary of this Exchange thirty-six such calls have come to members of it, and all younger men than we. Very often do we dream of and talk with them, and the sound of their voices grows nearer and nearer to us. I am not in the least haste to join them. I am more anxious to improve my vanishing and remaining days in usefulness and good deeds to my fellows within the compass of my ability.

The Duluth Herald is responsible for the statement that the Great Northern Elevator Company is unable to keep watchmen in its large new elevator because they hear noises that alarm them, so that nothing will induce a man to stay more than a night or two. The result is that the company is offering \$4 a day for night watchmen, and while this tempting wage induces many men to attempt the job, it is said none of them will stay after a night's experience. During the construction of the Great Northern Elevator a number of men were killed. This fact is remembered when the watchmen begin to hear mysterious noises about the elevator in the small hours, and the combined effect on their nerves of the noises and the recollection is disastrous.

TRADING RULES.

The following "Rules governing the buying and selling of grain on track" were offered at the meeting of the Illinois Grain Dealers' Association at Decatur in June last for adoption by that body to govern trades between members of that Association. The rules were, however, on motion, referred to the Grain Dealers' National Association for consideration by that body at its next annual meeting, to be held at Des Moines, Iowa, in October next, as a basis for a formulation of trading rules to govern transactions between grain dealers throughout the United States:

Rule I.—Confirmation.—It shall be the duty of the purchaser of grain to furnish seller confirmation of purchase in writing, setting forth the number of bushels purchased, kind and grade of grain, point of shipment, terms, price, time of shipment, and any other points purchaser may deem worthy of special mention.

Rule II.—Billing Instructions.—It shall be the duty of the purchaser of grain to mail billing instructions promptly so seller may order kind of cars needed. The purchaser may change billing instructions during the life of the sale, providing, however, all grain already loaded and cars already set before the receipt of said change shall be accepted by purchaser on contract, and that said change shall be to some regular market center, or to some point agreed upon by buyer and seller.

Rule III.—Shipment.—Should the seller find on the last day of the contract that he will not be able to fill the sale within time specified, to within 5 per cent of the amount sold, providing the amount sold shall not exceed 5,000 bushels, and 2 per cent if the amount shall be more than 5,000 or 10,000 bushels, and 1 per cent if more than 10,000 bushels, it shall be his duty to advise purchaser by wire or 'phone of his probable deficit, at which time the purchaser may elect to cancel, extend time of shipment, at either the original or an agreed price, or advise seller that he will be compelled to buy in said deficit to the best advantage for his account and render statement accordingly. Should, however, the seller fail to so advise purchaser of his non-fulfillment of the contract as above specified, the buyer may take such action as necessary to protect his interests in the contract, and render accounting accordingly.

Rule IV.—Grade.—The purchaser must apply grain shipped on contract, one grade lower than sold, providing, however, that said grain shall be the same color as sold, that market difference prevailing in the market to which the grain was shipped, on day of inspection, providing, however, the buyer may elect to refuse to apply grain grading more than one grade lower than purchased, and wire seller his election, asking instructions for handling same and providing as in defaulted contracts, Rule III. Such market difference shall not be over 10 per cent of purchase price.

Rule V.—Drafts.—The seller of grain may draw sight drafts for 90 per cent of the actual value of all grain sold; said draft to accompany bill lading, together with actual or estimated weight certificate. It shall be considered non-commercial for seller to overdraw on shipments. Should it appear that an overdraft has been made owing to error, shortage in out turned weight, off-grading, or what not, it shall be the duty of the drawer of said draft to reimburse drawee promptly, and should he fail or refuse to do so, the same shall be referred to the Arbitration Board, who shall investigate all matters in question. Their decision shall be final and binding and they shall have the power to suspend members for failure to make good such balance.

It shall be the duty of the buyer to honor all drafts drawn as above specified.

Rule VI.—Billing.—It shall be the duty of the buyer of grain on track to furnish billing which the railroads will recognize and accept. Should the buyer furnish billing which the railroads will not accept, the seller shall notify purchaser within three days of their refusal to accept same, and request billing which will be acceptable.

Rule VII.—Loading.—It shall be the duty of all sellers of grain to load cars in accordance with the rules of the railroads, and to be liable for all charge occasioned by his non-conformance to same when expense bills are presented for same.

Rule VIII.—Time for Shipment.—"Immediate Shipment" shall mean that the seller has three days in which to load and bill, including day of sale, Sundays and legal holidays.

"Quick Shipment" shall mean within five days, with the same specifications as above.

"Prompt Shipment" shall mean within ten days, with the same specifications as above.

Shipment within any number of days shall mean to include day of sale, Sundays and legal holidays, with the same specifications as above.

Contracts maturing on Sundays or legal holidays, the delivery shall be made on the preceding business day.

Rule IX.—Terms.—The word "Terms" shall mean weights and grades, guaranteed by shipper at market to which grain is billed as agreed upon at time of sale.

Rule X.—Bids and Acceptances.—It shall be the duty of the buyer and seller alike to specify number of bushels and price in all bids and acceptances.

Rule XI.—Care and Caution.—It shall be the duty

and surpluses shall be settled for on basis ruling price on market to which grain was billed, on day last car on contract was weighed.

Rule XIX.—Wire and Phone Bids.—Acceptances to wire or 'phone offers during market hours shall be filed within fifteen minutes after receipt, unless otherwise specified.

Rule XX.—Failure to Remit Balances.—Should any milling firm, grain buyer or commission merchant refuse to remit within reasonable length of time any balances due sellers of grain, the seller may make complaint to the Arbitration Board, whose decision shall be final and binding. Said board may suspend said firm for refusal to abide by their decision.

J. A. TIEDEMAN & COMPANY.

Appearances are sometimes deceptive. The scene photographed is not one in the foothills of the Alleghenies, but is a prairie scene, or, at least, is a view taken in Western Iowa, which is known of all men as a prairie state. The location is Oto, Woodbury County. It is not far from the Missouri River, which once, no doubt, washed out this valley, one ridge of which the photographer has introduced so effectively into his picture.

The elevator is owned by J. A., N. and E. H.



J. A. TIEDEMAN & CO.'S ELEVATOR AT OTO, WOODBURY COUNTY, IOWA.

of buyer and seller alike to use care and caution to prevent errors and misunderstandings.

Rule XII.—Regular Dealers.—No track buyer or commission merchant shall buy or handle on consignment grain offered by any other than regular grain dealers.

Rule XIII.—Regular Receivers.—Members of this Association shall prefer, in selling or consigning grain, track buyers or commission merchants who are members of this Association.

Rule XIV.—Disputes.—All cases of disputes arising on contracts for the shipment of grain shall be referred to the Arbitration Board, and the decision of a majority shall be final and binding unless, however, one of the firm interested shall within three days take an appeal to the Appeal Committee. Notice of same shall be filed within specified time with secretary of Association, together with check for \$25 to cover expense of said arbitration. The decision of the Appeal Committee shall be absolutely final and binding.

Rule XV.—Telegrams.—It shall be a rule and custom of the trade that senders of telegrams pay the expense of same.

Rule XVI.—Rules Not Governing.—In case the foregoing rules do not cover points in question, the same shall be referred to the Arbitration Board, whose decision shall be final.

Rule XVII.—Terminal Markets.—Consigned grain shall be handled according to the rules of the market to which the grain is shipped, but shall be subject to the foregoing rules in points where they occur.

Rule XVIII.—Deficits and Surpluses.—All deficits

Tiedeman, operating as J. A. Tiedeman & Co. It has 25,000 bushels' capacity and is equipped with modern machinery for handling and cleaning grain. It has a good trade, and in good hauling weather everyone about the premises is kept busy—but not too busy to "sit" for the camera man on occasion.

NO MORE REVENUE STAMPS.

Beginning with July 1, 1901, revenue stamps are no longer required upon the following documents:

- Bank checks.
- Bills of lading for export.
- Bonds, except bonds of indemnity.
- Certificates of damage.
- Certificates not otherwise specified.
- Charter party.
- Commercial brokers' tax.
- Express receipts.
- Insurance policies.
- Leases.
- Manifests for custom house entry.
- Money orders.
- Mortgages and conveyances in trust.
- Powers of attorney to vote.
- Powers of attorney to sell.
- Promissory notes.
- Protests.
- Telegraph messages.
- Telephone messages.
- Warehouse receipts.

New wheat from the Southwest is going aboard rapidly via New Orleans.

SETH CATLIN.

There is very little doubt but that experience is an important factor in the making up of business qualifications, yet when natural aptitude for a profession is joined with experience, then success follows as a matter of certainty.

Seth Catlin, the subject of this sketch, was raised in a "grain" atmosphere. His father, Seth Catlin Sr., was a member of and secretary of the Chicago Board of Trade for a number of years previous to his death in 1863, and at an early age young Seth, the son, commenced familiarizing him-



SETH CATLIN.

self with Board of Trade methods and the grain business. That he had good hereditary advantages from his father is shown by the esteem in which Mr. Catlin Sr. was held by the members of the Board of Trade, as at his death they erected a monument to him in Rose Hill Cemetery to perpetuate his memory.

Seth Catlin was born in Chicago in 1858, and passed his boyhood days in the usual manner of acquiring an education. In 1876 he went to New York City and took a position as deputy grain inspector under A. D. Sterling, chief inspector. He also held the same position under Chief Inspector G. H. K. White. He remained in New York as deputy inspector for twenty years, and learned all that that market could teach regarding the grain business. He then removed to Chicago in August, 1900, and opened an office as a private grain inspector.

Mr. Catlin acts as agent for buyers and exporters and numbers among his customers the leading firms of all the eastern markets. He inspects grain at the same time with the state inspectors, but only that grain which has been purchased by his eastern clients. He has an office force of ten or more competent men, and when necessary sends them to various points to inspect grain, including markets like Minneapolis, Duluth, Milwaukee, Buffalo, etc.

Since his arrival at Chicago Mr. Catlin has constantly added to his eastern connections and is at present doing a large and lucrative business.

Winter wheat shippers ought to do a profitable business this year. Now is a good time to outline just how you will handle what wheat is offered. Sit down and think it all over. If you've got a stubborn competitor, ask him and his family to take tea with you and then get him off to one side and talk matters over. No reason why both of you should handle a lot of grain for nothing. If he won't "thaw out" best way is to let him handle couple million bushels wheat for nothing or at a loss, and that will bring him to. If you have a decent competitor, have the tea party anyway, talk over the matter of storing wheat for farmers, the

price on low grades, etc., etc.; in fact, get matters in shape to do the business as it should be done. Don't you think this a good suggestion?—Zahm & Co.'s Red Letter, June 25.

REGULAR ELEVATORS.

The following is a list of grain warehouses declared regular warehouses for the storage of grain and flaxseed, under the rules of the Board of Trade of the city of Chicago, and the regulations and requirements of its board of directors, until the 1st day of July, 1902:

Armour Elevator, comprising houses A, E and B-Annex, Armour Elevator Company; capacity, 5,000,000 bushels.

Armour Elevator C, Armour Elevator Company; capacity, 1,000,000 bushels.

Armour Elevator F, Armour Elevator Company; capacity, 800,000 bushels.

Calumet Elevator B; Calumet Elevator Company; capacity, 1,200,000 bushels.

Calumet Elevator C, Calumet Elevator Company; capacity, 1,500,000 bushels.

Central Elevator B and Annex, Central Elevator Company; capacity, 1,800,000 bushels.

Chicago & St. Louis Elevator and Annex, Keith & Co.; capacity, 2,000,000 bushels.

City Elevator, Chicago Railway Terminal Elevator Company; capacity, 1,000,000 bushels.

Galena Elevator, Chicago Railway Terminal Elevator Company; capacity, 700,000 bushels.

National Elevator, National Elevator & Dock Company; capacity, 1,600,000 bushels.

Nebraska Elevator, Nebraska City Packing Company; capacity, 2,500,000 bushels.

Rock Island Elevator A, Charles Counselman & Co.; capacity, 1,000,000 bushels.

St. Paul and Fulton Annex, Armour Elevator Company; capacity, 800,000 bushels.

South Chicago Elevator C and Annex, South Chicago Elevator Company; capacity, 2,500,000 bushels.

years ago as a compromise between the grain elevator interests and the Board of Trade officials. The warehousemen agreed to withdraw their bids from competitive points in the West and not to ship contract grades of grain.

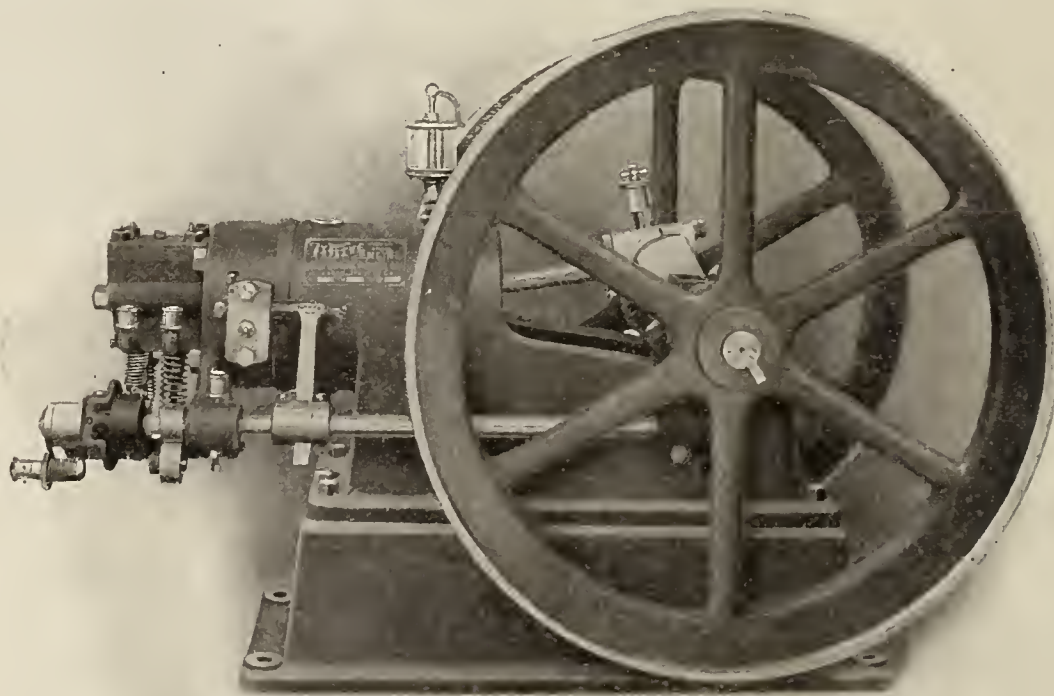
The Peavey Elevator, operated by the Peavey Grain Company, was unfavorably acted upon because of physical defects. The criticism is that it has not adequate facilities, being too far from the docks and without sufficient room within to properly care for grain.

THE NEW STYLE "WITTE," THE POWER FOR SMALL PLANTS.

During the last few years there has been an immense demand for an engine that would give satisfactory service and operate economically in small shops. The new style Witte Gas or Gasoline Engine, which is now on the market in the two-horsepower and three-horsepower sizes, is one of the best and most improved machines of this character to be had. It is especially adapted for small elevators, printing offices, bicycle, repair and blacksmith shops, pumping plants, and, in fact, is used in connection with all machinery that requires two or three actual horsepower.

It is built in the horizontal style only, having the electric igniter, vertical poppet valves, and has no intricate parts that will call for repairs on account of wear or breakage. It is of plain and simple design, being an engine built for good, hard service and having no fancy trimmings or useless attachments, and is offered at a very reasonable price.

A careful investigation of the construction and working capacity of this little engine is asked by the manufacturers, the Witte Iron Works Company of Kansas City, Mo., builders of gas and gasoline engines. This is one of the special lines of engines recently placed on the market by this company, and is similar in its working parts and is



THE NEW WITTE GAS AND GASOLINE ENGINE IN SMALL POWER SIZES.

Union Elevator, Chicago Railway Terminal Elevator Company; capacity, 2,000,000 bushels.

Total storage capacity, 24,800,000 bushels.

All the applicants for licenses were granted them excepting Peavey B, Alton and Alton B, with capacity of about 3,500,000 bushels. It is stated that the Alton houses, operated by Seaverns, were refused licenses because the proprietors are receiving and shipping grain in violation of section 1, rule 21, of the Board of Trade rules, which provides that no operator of a regular grain warehouse shall ship contract grain or make bids in the country at "competitive points." The warehouse committee declared Seaverns & Co. had violated this rule and reported against the Alton houses on that account. The rule was framed some

equipped with almost the same improvements as the larger engines which they have been building for over twelve years, and of which there are now over 2,000 in operation.

The Oklahoma wheat crop is sufficient to feed all of the thrashing machines working in the Territory from now until Thanksgiving Day.—Guthrie Capital.

During the cereal year ended June 29, the Kansas City grain market received 39,784,000 bushels of wheat, as compared with 17,681,950 in the preceding twelve months. The gain, therefore, is 22,102,000 bushels. The corn receipts were 8,332,500 bushels, as against 9,558,750 in 1899-1900; oats, 4,000,800 bushels, as compared with 2,884,000.

B. J. TOBIN.

B. J. Tobin, superintendent of the Grand Trunk elevators at Portland, Me., is a western man called to the East to fill a place that is essentially western in its character and importance, and which western elevator men, by their peculiar training in the handling of large masses of grain for quick dispatch, are especially qualified to fill. For while eastern men may not, of course, admit that the typical American business man now comes from the Mississippi Valley, all do agree that the typical elevator man of the big type always comes out of



B. J. TOBIN.

the great grain states of the middle West. Here only are such men raised.

Mr. Tobin began his elevator career in 1883 at Burlington, Iowa, in the erection of what was afterward called the B. & M. Elevator, built and operated by B. D. Brown & Co. At the opening of this house he was given the position of foreman by John S. Metcalf, the superintendent, from whom he received his first elevator lessons. This position he held until 1888, when Mr. Metcalf resigned and moved to Chicago, whereupon Mr. Tobin was promoted to the office of superintendent, a position he satisfactorily filled until 1894, when he accepted a position in Peoria, Ill.

Not satisfied with Peoria, he went to Chicago—of course, all Peoria elevator men do—and there made an engagement with Bartlett, Frazier & Co. In June, 1897, he accepted a position with C. W. Austin to operate the Erie Elevator at Fifty-second street and Stewart avenue, Chicago, and after five months' successful work in that house he was engaged by the Grand Trunk Railway System to take charge of its terminal elevators at Portland, Me., which position he still holds, handling the company's large and rapidly increasing export grain business to the entire satisfaction of the road officials as well as the representatives of the steamship companies, which maintain lines of steamships sailing to such European ports as London, Liverpool, Antwerp, Glasgow, Bristol, Hamburg, etc.

Portland has long been important as a winter port, doing the business at that season of both Montreal and Quebec; but, as the reader may remember, the Grand Trunk System is now building at Portland an additional elevator, with storage capacity for 1,500,000 bushels, as well as large handling capacity, which will enable the port to transact as large a grain export business as any port on the Atlantic coast, and which will, of course, add to Mr. Tobin's responsibilities.

B. J. Tobin is not only skilled in the handling of grain and elevator machinery, but as a well-trained western elevator man should be, he is familiar with the different grades of grain, having filled the position of deputy inspector on several oc-

casions, and was recently appointed deputy inspector for the port of Portland by the Board of Trade of that city.

CLEVELAND DEALERS ORGANIZE AN ASSOCIATION.

A preliminary meeting of the grain dealers of Cleveland, Ohio, was held at the Chamber of Commerce to organize a local association. E. M. Folsom was made chairman, and articles of association were drawn up embracing the following among other features:

The name is "The Cleveland Grain Dealers' Association," and the objects are to promote integrity and good faith and just and equitable principles of business, to discover and correct abuses, to establish and maintain a uniformity in commercial usages, to prevent or adjust controversies and misunderstandings which may arise between members, and to protect members from irresponsible customers; any attempt or intention to obtain more than fair and just prices for commodities dealt in is disclaimed. Any company or individual of responsibility regularly engaged in the grain business in Cleveland may become a member on approval by the membership committee; initiation fee, \$25; annual dues, \$10, payable quarterly; each company or firm shall collectively constitute a member and have but one vote; memberships are transferable. Besides the regular officers there shall be committees on arbitration and grievance, appeals, membership, quotations, all members of which shall be elected by ballot annually in May, and an executive committee. Charges for violation of the rules shall be made in writing, the said charge containing also the names of witnesses, and the defendant shall have three days' notice of a hearing by the committee; the penalty for violation of the rules shall be fine or expulsion; but an appeal will lie from the arbitration committee to the board of appeals. The following are important articles:

This Association shall make and maintain at all times (through a committee on quotations) reasonable wholesale prices on corn, oats, hay, straw and mill feed, based upon the cost, and shall furnish daily quotations to the secretary. It shall be his duty to furnish these to members upon application, to the Chamber of Commerce, and to the daily papers. All members shall make and maintain at their stores or elevators, prices on corn and oats to consumers of not less than two cents per bushel above the wholesale prices, and in case the grain is delivered by team to the purchaser an additional minimum charge of one cent per bushel shall be made in all cases, whether the purchaser is a consumer or dealer. Consumers, however, who buy in lots of not less than one thousand bushels at one time shall be entitled to wholesale prices.

Purchasers buying wholesale lots of corn and oats may be allowed free storage for thirty days from date of purchase and all purchases shall be considered due and payable on the first of the following month. After the first thirty days all grain shall be subject to the usual rate of storage, viz., one-third of a cent per bushel for each ten days or fractional part.

On the evening of June 27 the organization was completed by the election of the following officers: E. W. Folsom, president; A. W. Gibbons, vice-president; W. A. Bennett, secretary, and James Handyside, treasurer.

The following committees have been appointed for the ensuing year:

Committee on Appeals—Herman Weber, O. W. Trapp of Union Elevator Company, D. Cobangh.

Committee on Arbitration and Grievances—George W. Lewis of Daisy Flour Company, Charles O. Hirsching of the Herrman McLean Company, J. D. Kemper.

Committee on Membership—E. A. Williams of Snowden Coal Company, C. C. Frost of Goff-Kirby Coal Company, Eli W. Cannell, grain, hay and mill feed.

Executive Committee—E. A. Williams of Snowden Coal Company, George W. Lewis of Daisy Flour Company, A. W. Gibbons of Union Elevator Company, F. W. Blazy of Star Elevator Company, Charles D. Stewart of Cleveland Milling Company, A. T. Ward of Folsom & Ward, Charles O. Hirsching of the Herrman McLean Company, J. D. Kemper,

grain, hay and mill feed; Herman Weber, grain, hay and mill feed; S. Pfundstein, grain, hay and mill feed.

Committee on Quotations—C. G. Clark of Union Elevator Company, L. S. Sheets of Sheets Brothers Elevator Company, Charles D. Stewart of Cleveland Milling Company, F. W. Blazy of the Star Elevator Company, L. M. Faber of Faber Twining Company.

The Association will meet at the Chamber of Commerce on the last Friday of each month.

MEETING OF ILLINOIS VALLEY GRAIN DEALERS.

The Illinois Valley Grain Dealers' Association met at Streator, Ill., on the evening of June 27. There was a large attendance present, but business was hurried through on account of the extremely hot weather.

The following firms were admitted to membership:

Richardson & Co., Chicago.

Meagher & Ryan, Kinsman.

Sulzberger Bros., Ransom.

F. Z. Ames, Rutland.

G. A. Sauer, Rutland.

The L. A. Rose Grain Co. of La Rose, Ill., was reinstated in membership.

The Association succeeded in putting an end to the unpleasant conditions which have prevailed at Ransom and at Kinsman, Ill.

After the usual voice of the members on conditions existing during the month, the meeting adjourned.

THE PAINESVILLE ELEVATOR COMPANY.

Lake County, Ohio, has quite a number of interior flouring mills off the line of the two parallel roads of the county, most of which get their wheat supplies from the elevator of the Painesville Elevator Company. This elevator, which is doing a business of at least a carload per day, has recently been improved and enlarged, and is now able to load out a car of grain in one hour.

The elevator is operated in connection with the company's mill and flour and feed business, of which Harley Barnes is the ruling spirit. The mill



PAINESVILLE ELEVATOR, PAINESVILLE, OHIO.

has three double stands of feed rolls as well as two runs of burrs, which are operated by two engines, taking steam from a 50-horsepower boiler.

The flour department is in charge of S. Wright, a veteran miller, while O. S. Barnes is general salesman. The office is in charge of Septa Mighton, who once operated Mitchell's Mills, nine miles from Painesville, and who is known to every man, woman and child in Lake County who ever "went to the mill."

The first lot of new wheat grown in Maryland this season to be received on the floor of the Baltimore Chamber of Commerce arrived June 27. It was raised in Charles County and amounted to about 100 bushels. It brought 70 cents a bushel. The first arrival of Maryland wheat last year was on June 26 and was also from Charles County.

E. M. WAYNE.

While there is a constant state of flux in the great body of grain dealers, there are also the "old reliables," whose names are honored household words in the rural homes of the districts they have served well for many years. These men are almost invariably they who, like E. M. Wayne of Delavan, Ill., make the handling of grain a serious business and not a stepping-stone to speculative ventures.

Born in McHenry County, Illinois, on March 12, 1860, Mr. Wayne started in the grain business at eighteen years of age at Carroll, Iowa, the firm being D. Wayne & Co. Later on he spent eight



E. M. WAYNE.

years in the banking business in South Dakota, but ten years ago got back again into the grain trade in Illinois.

Now, in all these years in grain Mr. Wayne has made no speculation his rule, and in consequence has never failed at any time to make more or less money out of his business. And those men who follow his example of making grain buying and shipping an exact business, leaving the speculation to "the other fellows," can, if intelligent and persistent, have no trouble in making the business a success at any station where a reasonable amount of grain can be handled.

Mr. Wayne at Delavan and Wayne & Co. at Klondike, Ill., now have three well-equipped elevators on the C. & A. and I. C. roads, and as a side line Mr. Wayne is vice-president of the Tazewell County National Bank of Delavan.

NATIONAL GRAIN GROWERS.

The annual meeting of the National Grain Growers' Association was held at St. Paul on June 12 and 13. The attendance was very small, the maximum number of delegates present at one time being, it is stated, but twenty-three. The organization is said by Secretary Hanley to have a footing in twenty-one states. That official also stated that its growth during the past year has been "tremendous," but no figures are given of the actual facts. On June 12 the following officers were elected for the ensuing year: M. T. Moran of Graceville, Minn., president; S. H. Greeley of Chicago, first vice-president; W. J. Dunbar of Cylen, Wis., second vice-president; W. N. Allen of Meriden, Conn., third vice-president; J. C. Hanley of St. Paul, secretary-treasurer and general business agent; M. S. Blair of Oyatta, N. D., national organizer; J. S. McDonald of Rush City, national lecturer; executive committee, Thomas Dadd of North Dakota, T. C. Rogers of Whipple, T. S. Russell of Ogdensburg, N. Y.; Miss Bessie Murray of Winterset, Iowa, and John Yoechel of South Dakota.

The resolutions adopted were very elaborate. Among other things they demand: An extension of our foreign markets in Asia; an appropriation of \$9,000,000 annually for bounties on freight ship

cargoes only for 10 years and \$3,500,000 annually for fast ships; the creation of a trade commission to go abroad to study methods for invading foreign markets; a revival of negotiations looking to a rapprochement with Russia in the dollar-wheat scheme; that hereafter the Secretary of Agriculture be selected from a list of candidates endorsed by the "Allied Agricultural Associations;" the abolition of the monthly crop report which "has the effect of aiding the gamblers and operators in destroying the value of grain on hand," etc.; that "terminal elevators be placed in the control of the government and prevent the many abuses that now exist on account of permitting big operators trafficking in the products of the public, while charging the public exorbitant carrying charges, and using the grain stored by the public to systematically raid the prices or value of the products in their keeping, while they figure that the lower the price of farm products the more money in it for the operator, as a cheap bushel of grain will earn more income for them than a dear bushel, while by the manipulation of mixing grades they destroy the commercial value of these grades in the markets of the world, by raising inferior grades to what is known in Board of Trade rules as 'contract grades,' we desire the national government to see that the same grades are registered as coming into the elevators to go out at the same 'official grades,'" government taxation of bucketshops to the prohibitive limit. Resolutions were adopted "opposing the proposition of the National Millers' Association to have the Interstate Commerce Commission name the same rates on grain as on flour, as we deem it a measure that would drive out of this market the foreign exporter, and compel the farmers to market their grain through the agency of a flour combine, which would be entirely against the interest of the producer and consumer;" and also condemning the present public warehouse system of Chicago, which gives the public elevator men the privilege of dealing in grain, and saying it is up to the Board to put a stop to it, etc.

The meeting closed with the now famous banquet to Mr. Geo. H. Phillips of Chicago, which is already history.

NORTHERN IOWA GRAIN DEALERS.

The Northern Iowa Grain Dealers' Association held its annual meeting and outing at Clear Lake, Iowa, June 27 and 28. The meeting was held in the Association's two large tents, the sleeping headquarters being at the Oaks Hotel.

The business session lasted only long enough to go over some routine business and the election of officers as follows: President, A. F. Frebel, Titonka; first vice-president, S. J. Clausen, Clear Lake; second vice-president, F. S. Livermore, Buffalo Center; secretary-treasurer, Charles Rippe, Forest City.

A new office was established, being that of toastmaster. James R. Dalton was elected by acclamation to this position, but his installation will not take place until next year.

A steamboat and sailboat were at the disposal of the dealers and a great deal of time was spent upon the water.

Among the principal sporting events was a footrace, which was won by Charles Rippe, with Frank Livermore a close second. In the rifle target practice the honors and money were shared by Will Hatch, Frank Livermore, Jim Dalton and Hank Fletcher.

A great deal of interest centered in the "horse-shoe" throwing contest, there being entries from Iowa, Illinois, Minnesota and Wisconsin. The Iowa team, composed of Al Frebel and Frank Livermore, took the first prize, with the Illinois team, composed of Jim Dalton and H. R. Phillips, second. The Wisconsin and Minnesota teams finished as named.

Arrangements were completed for a footrace next year between Jim Dalton of Chicago and Burt Ellsworth of Milwaukee. This race promises to be an interesting event in next year's calendar.

The next meeting will be held at Silver Lake,

located midway between Armstrong, Iowa, and Fairmont, Minn.

The following dealers were among those present: John Cronan, Rose Creek, Minn.; S. J. Clausen, Clear Lake, Iowa; Charles Rippe, Forest City, Iowa; George Isaacs, Forest City, Iowa; W. J. Neil, Forest City, Iowa; F. S. Livermore, Buffalo Center, Iowa; A. F. Frebel, Titonka, Iowa; C. M. Gowdy, Britt, Iowa; W. R. Bloom, Klemma, Iowa; George A. Wells, Secretary Iowa Grain Dealers' Association, Des Moines, Iowa.

Milwaukee sent the following: B. G. Ellsworth, representing L. Bartlett & Son; B. Buerger, of J. Buerger & Co.; J. B. Meigs, with Mohr-Holstein Com. Co.; J. W. Stillwell and A. F. Heath, with Milwaukee & Western Fuel Co.

Those in attendance from Chicago were James R. Dalton, of Eschenburg & Dalton, and William Crarer, with E. Seckel & Co.

From Minneapolis there were W. B. Hatch, with P. B. Mann & Co.; H. C. Fletcher, with D. R. Wagner & Co.

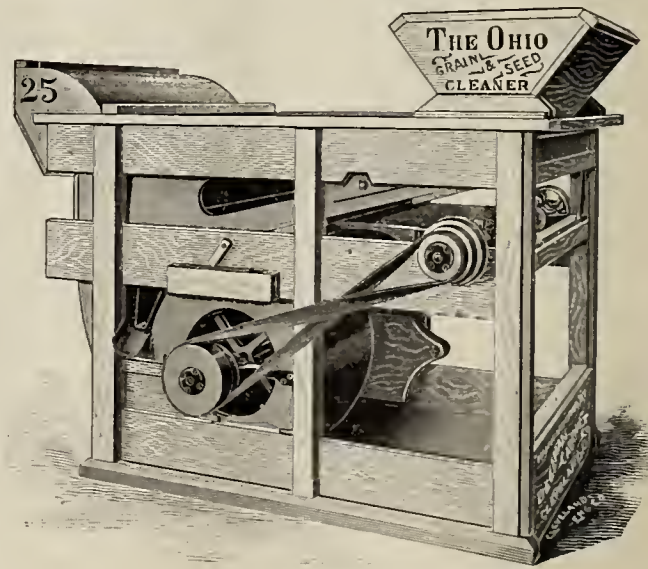
THE OHIO GRAIN, SEED AND BEAN CLEANERS.

The Beelman Cabinet Company of Cleveland, Ohio, are manufacturing a line of grain, seed and bean cleaners which they call the Ohio. They make some small handpower cleaners for the use of small dealers, seedsmen and farmers, but their power cleaners have large capacity and are intended to in every way meet the demands of grain elevator and warehouse men, millers, etc.

Our illustration shows style No. 25 of the Ohio Cleaners, and while it is not of the largest capacity it embodies the principles of construction and operation, which enables any kind of grain, as well as seeds or beans, to be perfectly cleaned in one operation, screens suited to the work, of course, being employed.

The grain is fed from an adjustable, self-feeding hopper onto the upper screen of the shaking shoe, which throws off the straw joints, chaff and other coarse dirt. The lower screen removes the sand, fine dirt, etc. The grain now passes across and into a vertical air current, and to secure a perfectly even blast in a machine of this size, a double air drum is employed.

The Ohio Cleaners are very simple in construction and at the same time very durable, the cast-



THE OHIO GRAIN AND SEED CLEANER

ings all being heavy, the shafting of turned steel and the sieves have a double eccentric shake. They also run with a minimum of power.

If the regular machines or the set of wire and perforated zinc screens furnished with each machine will not answer for some special use, the makers can supply suitable machines and screens made to order for any desired purpose. They invite correspondence concerning capacities, prices, etc.

Quite recently an old building at Oxford, Ohio, formerly used for grain, was torn down for the purpose of getting rid of the rats, of which 3,202 were killed by men and dogs during the demolition. The remainder escaped.

A MYSTERIOUS FIRE.

About 1 o'clock a. m., June 27, fire was discovered in the large elevator leg taking grain to and from the elevator part of the mill of the L. G. Campbell Milling Company at Blooming Prairie, Minn. The mill being in operation at the time, the fire was discovered by the man in charge and the flames extinguished without serious damage to the building, the fire being almost entirely confined to the elevator and the spouting at the head, the woodwork of which was entirely destroyed by the fire or the firemen.

This is a simple record of a fire which from the elevator man's standpoint embraced some most interesting features, the study of which may be of much practical value. An examination of the elevator after the fire showed that the cotton belt was burned off at the top, indicating that it must have caught and stopped, the friction of the head pulley on the motionless belt being the cause of the fire. The belt on the up-side of the elevator seems to have burned after it dropped down the leg, for the latter was almost entirely burned down to the boot, while the down leg was not badly burned 60 feet below the head. The elevator head was entirely burned, and the flames were attacking the roof when the fire was discovered.

Applying the objective method to these facts, M. A. Reynolds, who adjusted the fire losses, offers the following as a solution for what, in the common run of fire records, is styled one of "mysterious" origin. Many of the elevator cups were the "Empire," being of tin with an iron band and not very strong. When a grain elevator stops, as it frequently will because of the feed slide being opened too high or from a too slack belt, the man in charge usually "helps" it along by getting a leverage with a piece of board over the door and under the cups or by directly pushing against the bottom of the cup, being thus able to start the elevator without pulling the grain out of the boot. The immediate result of this method, especially if the cups are light ones, as in this case, is to crush the buckets out of shape. In the case in hand no less than twenty-five buckets on the belt were crushed out of shape by this manner of starting the elevator. Meanwhile, the action of the grain had so worn the wood of the boot that the cleats on the inside for supporting the slide were entirely worn away, leaving the screws with which they had been originally fastened protruding three-fourths of an inch or more.

The theory is, then, that one of these "hair-lip" buckets in passing the boot happened to catch on one of these screws and held the belt until it was burned off at the head as described.

Moral: Don't build and treat your elevator in that way. Use steel buckets, as Mr. Campbell will when he rebuilds his.

KANSAS DEALERS AT WICHITA.

A district meeting of members of the Kansas Grain Dealers' Association was held at Wichita on July 5. About seventy-five dealers were present—a smaller attendance than was expected, but this disappointment was accounted for by the opening of a free movement of wheat from the farmers.

Local matters only were discussed, including weights at terminals. The Check Weight Bureau at Kansas City will, of course, be continued with sufficient force to check the weights of all grain of Kansas shippers who follow the instructions of the Association to forward advance notice of shipments to the Bureau. In addition, the Association voted unanimously to employ a scale inspector for the purpose of testing the scales of country dealers. All of the dealers present at this meeting admitted that their scales were liable to get out of order, and it was the consensus of opinion that many complaints were made of short weights that originated at home.

Resolutions were passed referring the railroads to the state law of Kansas requiring the furnishing of cars on demand. There is no disposition on the part of shippers to act arbitrarily, but on the other

hand, the experience of last season was such that dealers feel they must protect themselves this year against any arbitrary action on the part of the roads which fail to furnish cars as needed.

Another meeting will be held at Wichita in October next.

M. M. DAY.

Unlike many whose practical grain education is not beyond the walls of the Chicago Board of Trade, M. M. Day, the subject of this sketch, has learned the trade from the picket up, having been engaged in the country grain business for twenty years previous to coming to Chicago. He joined the Chicago Board of Trade in 1879, and thus after thirty-five years of actual experience in the grain trade and active service in the Chicago Board of Trade for twenty-two years in both the cash and future line there is left little doubt but that Mr. Day exactly knows the wants of the country grain dealers. He has shown his interest in them on very many occasions, notably when he originated the Illinois through billing rates.

On the Chicago Board of Trade Mr. Day was associated for fifteen years with W. H. Beebe & Co. When this firm retired from business Mr. Day



M. M. DAY.

in looking about for a progressive firm with which to ally himself decided upon E. W. Wagner as best suited to his own and his customers' interests. Mr. Wagner is one of the younger members of the Board of Trade and has a good standing in the trade.

Mr. Day is a native of New York State, having been born in New York City on February 28, 1848. His parents moved to Illinois when he was one year old, locating at Peru. Here his father engaged in the grain and milling business and when seventeen years of age young Day associated himself with him. He remained with his father until 1872, when he started in business at Peru under his own name and also did a grain business at Hennepin, Bureau, Lacon, Blackstone, Munster, Dimmick, associated with Mr. Stockdale under the firm name of Day & Stockdale.

Mr. Day has been an extensive traveler among the grain trade and is a close student of the trade's needs. He has seen conditions grow brighter for the country dealer with satisfaction and lends his aid, when occasion offers, in promoting movements that tend to bring about a still better status of affairs.

The first load of new Kansas wheat was marketed at Wellington on June 23. It was soft wheat, tested 62 pounds and sold for 65 cents. It was a surprise. The millers say that the wheat in this section will be better and the yield larger than for many years.

MORE TERMINAL ELEVATORS.

The Southern Pacific Railroad Company has asked for bids for the erection of an elevator at Galveston, to have 1,000,000 bushels' capacity. It will be built on pier A at an estimated cost of \$100,000. It will be operated by electricity.

The Illinois Central Railroad Company will spend \$1,000,000, perhaps more, on remodeling elevators A and B, at the foot of Randolph street, Chicago. Elevator A has 1,500,000 bushels' capacity and Elevator B, 1,000,000 bushels'. The latter house will be enlarged to 2,000,000 bushels' capacity and both elevators provided with new and modern machinery to quicken the handling of grain.

Four circular cement grain tanks were recently completed at Indianapolis for the Hoosier State Flour Mills. These tanks are small, being only sixty feet high and twenty-six feet in diameter. The walls are eight inches thick, and the combined storage capacity is only 82,000 bushels. A belt conveyor, sixteen inches in width, delivers grain to the tops of the tanks, while underneath is a similar carrier for taking away the grain from the tanks to the mills.

The Barnett & Record Company of Minneapolis has closed a contract with the Kansas City, Fort Scott & Memphis Railway for the erection of a 660,000-bushel grain elevator at Rosedale, a suburb of Kansas City. The working house with a capacity of 160,000 bushels will be steel clad; the five storage houses, with a capacity of 100,000 each, will be of the company's tile construction, which has proved so successful in Minneapolis. The contract price is about \$120,000.

The Des Moines Elevator Company has closed a contract with the Barnett & Record Company of Minneapolis for the erection of an annex to the company's present elevator at Des Moines, Ia. The building will be 40x132 feet in size. It will be of crib construction with brick lining and sheet-iron fireproofing. It will be connected with the present plant by a belt conveyor. The total storage capacity will be 400,000 bushels and the handling capacity will be largely increased. The estimated cost is \$50,000.

Botsford & Jenks of Port Huron, Mich., will build an elevator at Port Edward, a short distance north of Sarnia, Ont., opposite Port Huron, if the local authorities will exempt them from all taxes for twenty years, excepting school taxes on an assessment of \$25,000. The elevator will be built of steel on the tank storage system with a capacity of 1,000,000 bushels. The main elevator building will hold some 400,000 bushels. Behind this building will be rows of steel tanks, each to contain 25,000 bushels.

The Boston & Albany is about to erect a 2,000,000-bushel elevator at East Boston. The elevator will be provided with the modern electrical devices and machinery for supplying power and light, and will be connected with the old B. & A. R. R. elevator on the harbor front, making their combined capacity over 3,000,000 bushels. It will be connected also with the old elevator and the docks, where ships will load by a well-planned system of spouts. It is hoped by the contractors that both the elevator and a new freight shed will be completed by next spring.

New wheat never moves freely before early in July. Occasionally Texas sends a car on a tour of the different markets late in June, but they will need their little crop at home this season. St. Louis occasionally gets considerable new wheat the first half of July, when harvest is early, but it does not promise to be so this season. Toledo seldom receives much early in July, except when old wheat moves freely, as it did in 1899. August generally sees the largest receipts at Toledo. Baltimore frequently has its largest receipts in July.—King & Co.'s Circular.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

FAVORS COMPULSORY ARBITRATION.

Editor American Elevator and Grain Trade:—I am heartily in favor of the arbitration feature in associations. Also believe in compulsory arbitration between members of an association.

Yours truly, S. T. KING.
Nacogdoches, Texas.

STRONG BELIEVERS IN ARBITRATION.

Editor American Elevator and Grain Trade:—We are strong believers in arbitration, and anyone that will not agree to or abide by the findings of an arbitration board are not worthy to do business with. We believe that it is the fairest, most just and cheapest way of arriving at the merits of a case.

Very truly yours,
HEISIG & NORVELL.
Beaumont, Texas.

NEVER HAD A LAWSUIT.

Editor American Elevator and Grain Trade:—I am sixty years old and never had a lawsuit on my own account in my life. Have always preferred settling my differences by arbitration, for the reason that I always felt both parties were benefited when any disagreement was settled by arbitration. I think arbitration a good thing between all business men, inside or out of the grain dealers' associations.

Yours very truly, T. J. RONE.
Saint Jo, Texas.

FAVORS ARBITRATION.

Editor American Elevator and Grain Trade:—Relative to the arbitration question in the grain business, we beg to say that we are strictly in favor of settlement of differences by arbitration, as we believe that same is a much better and more satisfactory way than settlements in court.

We are also in favor of compulsory arbitration among members of an association.

Yours most truly,
PARKER COUNTY ROLLER MILL CO.,
Per S. P. Buster, Manager.
Weatherford, Texas.

MORE SATISFACTORY THAN THE COURTS.

Editor American Elevator and Grain Trade:—As to my opinion of the arbitration of differences between grain dealers, commission merchants, track buyers, etc., I am greatly in favor of the arbitration plan and can see no reason why three or five men cannot settle such differences much more satisfactory, and with a great deal less expense, than any court. I know I had rather leave any difference of grain disputes or contracts to three disinterested grain men than to leave it to a dozen men that did not know anything about grain or grain trades. I am also in favor of making arbitration compulsory between members of the association or parties dealing with members thereof.

Yours truly, H. B. SEARS.
Valley Mills, Texas.

ARBITRATION QUICKER AND CHEAPER THAN LAW SUITS.

Editor American Elevator and Grain Trade:—I am very much in favor of arbitration as a mode of settlement, not only on account of the saving in the way of court costs, but I think the differences are settled with much more satisfaction and justice to all parties concerned than could possibly be done in court, as the arbitrating committee is perfectly familiar with grain transactions, and also has the classification of quality of the stuff in question.

We have adopted this rule in our Association, and I think, so far, but very few of the settlements that have been made by the committee have been set aside. We have also had a number of cases before our Association between members and non-members, and I think non-members are per-

fectly satisfied with settlements made by the arbitrating committee.

I think it would be a good idea to have all of our grain associations nationalized, as in this way we could weed out parties that are inclined to take any and every unjust advantage in their dealings.

Yours truly, ALLEN L. WEST.
Waco, Texas.

ARBITRATION WORKS SPLENDIDLY.

Editor American Elevator and Grain Trade:—I am a member of the Texas Grain Dealers' Association. We have an arbitration committee that settles differences between our members, and also between members and non-members, and I have found that it works splendidly.

I believe in compulsory arbitration within the association, and also with non-members when dealing with an association member. It is certainly a good thing with the Texas grain dealers, and I believe it would be with all other associations or grain dealers that adopt it.

Yours truly, EUGENE EARLY.
Waco, Texas.

SHOULD HAVE COMPULSORY ARBITRATION.

Editor American Elevator and Grain Trade:—In my judgment arbitration is by far the best method of settling all differences. It saves time, costs less, and I am sure that it will be as just, and I also think there would be less malice engendered.

I think that every organization, such as state, national or even county, should have a by-law for compulsory arbitration, for I think when any party refuses to arbitrate before a board that is not interested, biased nor prejudiced, they think the amount is so small that suit will not be brought or they have some technical advantage in the law.

Yours truly, J. B. CARTER.
Sherman, Texas.

A MOST VALUABLE FEATURE.

Editor American Elevator and Grain Trade:—We are very much in favor of compulsory arbitration in every possible direction. We believe it to be one of the most valuable features of our grain dealers' associations; that it stimulates our members to deal more fairly and liberally with each other. When, as is frequently the case, a shaky brother or dealer refuses to submit to or abide by an arbitration, he is properly located and the sign "Dangerous" tacked to his door.

If possible, we would like very much to have some way found to legally bind all members of our associations to abide by the decisions of our arbitration committees, not only while members, but to any award that may be made with reference to a deal or agreement entered into during membership.

We believe in compulsory arbitration between members of associations, and that all members should be required to submit to any arbitration in the association proposed by non-members.

Yours truly,
THE HOWE GRAIN & MERCT. CO.
Howe, Grayson Co., Texas.

SPLENDID RESULTS OF ARBITRATION.

Editor American Elevator and Grain Trade:—We are emphatically in favor of arbitration in the settlement of differences between competitive grain dealers, grain dealers and the railroads, as also between the shipper, the commission merchant and the track buyer. We are members of the Texas Grain Dealers' Association, which makes the arbitration feature one of its most prominent factors.

Our experience has been that it has promoted harmony between the members of this association, has established confidence between buyer and seller and has contributed to the settlement of many differences involving large sums of money with the minimum of cost. It has been the means of weeding out the unreliable element operating in this business, and has furnished as potent protection to the interests of the members as could have been secured by the most expensive litigation. We believe that an association of grain dealers should make arbitration of differences between its members compulsory, and that the penalty of expulsion should be rigidly enforced against any of its mem-

bers who may either refuse to arbitrate or to abide by the results of the arbitration.

Respectfully yours,
HANNA & LEONARD.
Galveston, Texas.

CONSIGNMENTS A SPECIALTY.

Editor American Elevator and Grain Trade:—As a bit of news we wish to state that the firms of Thos. L. Ewan and N. B. Heatt Grain Co. have been consolidated, and in the future the business will be conducted under the name of Thos. L. Ewan Grain Co., with headquarters in the Board of Trade Building.

We will conduct a general grain business, but consignments will be our specialty.

Yours very truly,
THOS. L. EWAN GRAIN CO., Per N. B. Heatt.
Kansas City, Mo.

ARBITRATION POPULAR IN TEXAS.

Editor American Elevator and Grain Trade:—I am a very strong advocate of arbitration as a means of settling controversies, differences and disputes between business men generally, and especially is it applicable to grain men who have so many differences of a minor character, as a means of economy in avoiding expensive lawsuits.

As an association man, I favor compulsory arbitration among its members, but think the arbitration committee should be elected from the membership of the association and not allow contestants to select individual representatives.

An organization with by-laws, rules and regulations as to procedure lends dignity and respect. From several years' practical experience in our association, it has become very popular and has demonstrated its good effects.

Yours truly, C. F. WITHERSPOON.
Denton, Texas.

RECEIVERS PLEASSED WITH ARBITRATION.

Editor American Elevator and Grain Trade:—We have always been firm believers in arbitration. We, being receivers of grain, joined the Texas Grain Dealers' Association, that the shippers might feel they could call us to account before their association if they had any complaint against us.

Our arbitration committee is absolutely unprejudiced. Out of twenty-two cases tried last year between members and non-members, eighteen were awarded to non-members. We trust with the organization of the National Grain Dealers' Association they will arrange for arbitration between members of the different state associations. Our idea is that this should be done by members filing their claims with the state secretary, it then being the duty of state secretary to call for arbitration through the secretary of the National Association.

We think by all means refusal to arbitrate should subject a member to dismissal from the association. We think the greatest trouble arises from accepting abbreviated telegrams or telephone messages as contracts without confirming by letter. Care in this would doubtless avoid many disputes. The standing of every association largely depends upon the arbitration committee, hence the greatest care should be used in electing such men as will have the confidence of all for fairness.

Yours truly, W. A. GARDNER & CO.
Galveston, Texas.

SUCCESS OF THE ARBITRATION CLAUSE IN TEXAS.

Editor American Elevator and Grain Trade:—I have always been a strong believer in arbitration, and throughout the entire history of the Texas Grain Dealers' Association I have advocated and upheld that clause of our constitution which provides for a committee of arbitration. At the present time I do not believe we have a member in our Association who is not fully alive to the benefits which will accrue to him as a result of his ability to settle disputes in this way, nor a member who, having availed himself of the good offices of this court of arbitration, is not anxious to see it perpetuated.

I could write you a lengthy letter dealing in detail with good results which have been achieved, but that is hardly necessary. One of the most

pleasing results which we have brought about is the greater confidence which now exists between members, a confidence which in many instances has been found to extend to non-members as well. But our members more especially are brought to feel that any differences which may arise, of a nature so complicated as to preclude the possibility of individual settlement, have but to be referred to our arbitration committee, whose decision will be just and final.

Previous to making arbitration compulsory on the part of our members, we had a great many disputes and claims among ourselves which were impossible of settlement without resorting to the courts; but all this has been changed, and to-day, when a member feels called upon to make a claim, he is going to be very positive that he has a just cause. And the same is true of non-members who may desire to make complaint against any of our members, or one of our members who feels called upon to make claim against a non-member. We arbitrate claims of the latter kind the same as between members, the only requirement being that the non-member must deposit an entrance fee.

I am a strong believer in compulsory arbitration as applied to members of an association of grain dealers. We have adopted a rule making arbitration compulsory, and are enforcing it to the letter. We have suspended during the past season over a dozen members, some for refusal to submit to arbitration and others for refusal to accept the decisions of our committee.

I am glad to know that at our last meeting the secretaries of the Oklahoma, Kansas and Iowa associations were with us and heartily endorsed the arbitration clause of our constitution, and stated that they expected to strongly advocate the adoption of such a clause by their respective associations in the near future.

Following is a copy of the arbitration clause to which I refer:

ARTICLE IX. Arbitration.

Sec. 2. All disputes, differences or disagreements of a financial, mercantile or commercial character, among members of this Association, or between members and non-members, when such others assent thereto, must and are hereby agreed to be submitted to the Committee of Arbitration for adjustment.

Sec. 3. Any such member or other person desiring to submit a matter in controversy to the Committee of Arbitration shall file with the Secretary his complaint, stating therein the causes of action and the demands claimed. In case the complainant is a non-member, he shall also sign an agreement to abide by and comply with all the terms and provisions of this Constitution, and deposit a fee of \$10, if decided in his favor same to be returned, and all orders and resolutions of the Executive Committee or of the Arbitration Committee concerning the arbitration of such demand, and of any counter-demand which the defendant may present.

I also inclose a paper on the subject of arbitration, read by Mr. G. J. Gibbs, chairman of our arbitration committee, at our last annual meeting. I endorse every word of this paper, and if you can find space in which to publish it in connection with whatever other matter you may have bearing on this subject, I would be glad to have you do so.

Yours truly, J. P. HARRISON.

Sherman, Texas.

CAREFUL COOPERING PAYS.

Editor American Elevator and Grain Trade:—We notice in your recent issue several letters concerning weights at various market centers. We believe there are receivers in certain market centers who are not giving shippers their just dues. We believe further that great improvements have been made during the past year as far as terminal elevator weights are concerned. Agitation always precedes revolution. On the other hand, we believe that there are shippers who have in their employ men to look after the loading of cars, who are to a certain extent responsible for quite a bit of the dissatisfaction which at times occurs between buyer and seller as far as weights and grades are concerned. In this connection, we would beg leave to quote from a large receiver in one of our eastern markets, as follows:

"In referring to your favor of recent date regarding shortage in car, we beg leave to call your attention to the fact that in the first instance you furnished us nothing but an estimated weight. In

the second place, we wish to call your attention to the further fact that the shipper had but one thickness of grain door on either side, although this was a 60,000-pound car, and that this door was of very poor quality, having cracks that on the opening of the car door showed that grain had leaked out, and at the bottom of this grain door, no cleat had been placed, and that the grain door had bulged out to within a fraction of an inch of the car door."

No car of grain should be shipped without first having been well coopered. Everything, from a 40,000-pound up, should have a double grain door at the bottom and a single on top, providing the temporary grain door is to be used, as is done in the majority of cases, and there should be a 4-inch strip on the outside of this door, tacked up snug to keep it from bulging at the bottom and leaking. There should be a couple of upright pieces well nailed on the outside of the doors from the floor up, with wire nails, clinched on the inside. Of course the double doors at the bottom should be faced together so that there would be no space between them. Occasionally you find grain doors with the upright pieces that hold them together coming in contact with the door jam. In this case, we would recommend taking such upright pieces off and replacing with new. Usually the top door does not need to be over half the height of the ordinary grain door that is furnished, making a door and a half in height.

A car that is so coopered, being careful, of course, to have all holes in the floor and lining carefully covered, together with end doors, should there be such in the car, should not leak to amount to anything in transit. There will, of course, be an invisible shrinkage which is almost unexplainable. Every elevator operator knows that it is quite impossible to weigh in and out of an elevator the same amount of grain, and have the two weights correspond. The old adage that "an ounce of prevention is worth a pound of cure" is quite applicable in this connection.

Too often the parties having charge of the coopering of the cars, through carelessness, neglect to prepare the cars properly. It should be looked after with vigilance by the owner of the country station. There doesn't seem to be near the amount of complaint at the present time that there was formerly, from the fact that every elevator man appreciates the necessity of careful cooperage of his cars and insists upon the same being carried out to the letter. However, too much care and caution cannot be exercised in this direction. Eternal vigilance is absolutely necessary. The ordinary laborer is too careless in performing all details of his duties. He too frequently slights his work, not having the interest of his principal in mind. Very frequently, through haste or carelessness, he dumps one color of grain into another, or one kind into another kind, allowing the same to run into the market, which is found upon inspection or unloading, causing a complaint by the receiver, whereas, if he had in the first place been very careful in the detail of his work, he would not have done so; or if such a mistake had been made, and he had called his employer's attention, explaining what he had done, he in turn could have taken same up and handled the car to much better satisfaction and very likely with a saving of dollars to himself. We wish that every employe working about an elevator could appreciate the necessity of care and caution in every detail in performing his work and attend to same conscientiously, which would in turn amount to dollars upon dollars to his principal at the end of the year. No one is in better position to appreciate this point than the track buyer or receiver of grain at terminal markets.

If the shipper will load his grain into well coopered cars, the receiver will have no reason whatever to claim that the grain leaked in transit, and the shipper can expect terminal weights to hold out within a reasonable per cent of original weights. The receiver will see at once that the details of the shipping business have been carried out in this one respect and will have a just right to reason that other details will have been carried out equally well, and thereby establish in his mind the confi-

dence and respect which would possibly otherwise be overlooked.

A little precaution in this connection is time well spent, and will do much to obviate such troubles as are above mentioned. Then, after this is done, the seller can go to the buyer, reminding him of the condition in which the cars left his station, and call for an accounting in keeping with the amount of grain loaded, which should be within a reasonable per cent of the invoiced weight.

Yours truly, C. A. BURKS & CO.

Decatur, Ill.

FROM KANSAS.

Editor American Elevator and Grain Trade:—I do not know whether it is climatic effect or some other environment, but there is an influence in Kansas which prompts her people to start crusades against both real and imaginary wrongs and to do things out of the ordinary, which has made the name of Kansas a subject of admiration, fame and honor, and again of ridicule and derision.

From Kansas came Old John Brown whose "body lies a-mouldering," the dashing Funston, whose daring exploits made him the hero of two hemispheres, the bearded Pepper, the sockless Jerry, Mary E. Lease, who advised the farmers of Kansas to raise less corn and more h—l, and Carrie Nation, who followed Mrs. Lease's advice quite extensively, until she was forced to desist by being placed in durance vile, from whence she emerged bound by legal bonds which even her unequalled tenacity dared not break.

Kansas has had Populism, Grangerism, Prohibition, Fusion. She also was, like Egypt of old, for many years afflicted with plagues of locusts, and of drought, which ate up or burned up every green and living thing, and when beneficent Nature was more kind and crops were more plentiful, the demand was light, making prices low, and inadequate transportation facilities made freights so high that the railroads took nearly all the proceeds and the state was plastered over with mortgages held by eastern money loaners.

From this state of affairs has come a change. For a number of years bountiful crops have been the rule, and with the increased consumption has come a demand that has put the prices of all kinds of farm products on the higher plane. The state is gridironed by half a dozen trunk lines, with many branches, which daily carry many thousand carloads from farm to market. Last year 87,000,000 bushels of wheat were raised in Kansas, which brought from 60 to 75 cents per bushel. Fat cattle bring from \$50 to \$75 a head. Hogs ten months old are worth \$12 to \$15 apiece, and even the hens sing a song of plenty, as they daily cackle for each fresh-laid egg, "Come, get a penny; come, get a penny." The mortgages have disappeared from the land and the occupation of the money loaner's agent has ceased. So plentiful has money become that a number of banks, not being able to loan their surplus funds, have gone out of business. In our town, in the western part of the state, with less than 15,000 population, the banks held deposits of nearly a million and a half. The value of the annual farm products of the state is from \$150,000,000 to \$200,000,000, which, after supplying home needs, leaves over \$100,000,000 worth to sell to the world.

'Tis here comes the ghost at the banquet—the cankering worm at the bud. At the mouth of the Kaw, where it empties into the Missouri, stands a great city, known to the world as Kansas City. But this city has a dual life and locally it is known as two cities. One, Kansas City, Missouri, and the other, Kansas City, Kansas, for this city is so great that it is not to be contained within the borders of one state. Yet, they are one, like husband and wife, living and bound together. Kansas City, Mo., as the husband, older, stronger, with the many masculine vices, like the rounder who delights in high-balls and jack-pots, while across the imaginary line the Kansas town wages war against the guilty jointist and dissipates in the gossip of the sewing circle or the raffle for the benefit of the heathen.

This has been called the gateway city, as through

it passes all this mighty surplus of grain and hogs and cattle. Immense establishments, each covering many acres of ground, receive and slaughter twenty thousand head of animals each day, while towering elevators hold many millions of bushels of grain, and in and out on the diverging lines of railroads daily come and go many miles of trains bearing their burdens, which shall feed the people thousands of miles away. Here, too, are gathered together those that buy and sell and make gain—men with guileless smiles and crafty eyes, generally known as commission men, versed in all the arts and mysteries; yea, and trickeries of the trade. It is true that these commission men have spent many years in learning about grain and cattle and hogs and sheep, and that they have a large acquaintance among those who buy and also have the faculty of barter, so that they can ask and secure good prices for farm products placed in their care. Then, too, there are those who have builded large elevators for the handling and storage of grain and have in different ways expended many dollars for the proper paraphernalia of the trade. Equipped as they are, they are in position to be of public benefit, but, base creatures that they are, they will not make use of their power and ability without a consideration in return.

It has come to the ears of the farmers of Kansas that in the selling of \$100,000,000 worth of stuff these commission men have charged a million dollars for their services. It is ever thus the hard-working farmers are robbed, and now they are rising in their might and have formed an association, which shall be located at the capital city, where they will be secure against the onslaught of the rapacious horde just over the border. Here grades will be established and prices made and this one million which heretofore has wandered from the fold will be kept with the ninety and nine which went not astray. To this fountain head all who would buy may bring their ducats and receive of the bountiful store, provided the ducats are ample in number. It may be that doing business at long range may at times necessitate that the men who manage this business for the benefit of their fellows shall have to journey to Kansas City and from the polluted air that hovers around that fated place breathe in some germ of self-interest that in the virgin soil of their pure minds may grow up with such a luxuriant growth that their fellow farmers may have to give up more than the one per cent, which they considered an exorbitant charge for selling their products, while many large manufacturing concerns in the cities expend from 25 to 35 per cent of their gross receipts to find a market for their wares.

Yours very truly, ZIMMERL.

CAN ARBITRATION BE ENFORCED?

Editor American Elevator and Grain Trade:—As a theoretical proposition nothing can be more attractive than the arbitration plan. While, of course, the people respect and trust the courts and look on them as the embodiment of the wisdom of many ages, there is, at the same time, a feeling of resentment at the law's delay and a growing belief that learning in the law is sometimes more of a hindrance than a help in solving some very simple problems which must be solved in the settlement of disputes. As the old Anglo-Saxon wanted his neighbors to sit in judgment on any offense he might commit, rather than trust to the uncertain decree of men in a class not in harmony or sympathy with him, so it is but natural that sensible men to-day should prefer to submit any differences which may arise between them and their neighbors to the judgment of a disinterested, honest neighbor, who himself may soon be a petitioner where he now is to be a judge. The thought that the judge who tries our case to-day may be the man whose case we ourselves shall judge tomorrow leads us into a belief that he will act in the best of faith.

Anyone likely to be selected as an arbitrator in a grain dispute is almost certain to be a practical grain man. His training enables him to instantly understand what a lawyer may never comprehend

at all. Arbitration is inexpensive, expeditious and most likely to be fair. Everything can be said in favor of the arbitration plan except that it is likely to succeed. A sore experience has taught me that arbitration is but a trap to catch the unwary; that it is like an insurance company which collects its premiums from year to year, and then when the assured burns out, or dies, the beneficiary is told there is nothing in it.

Some years ago we had a difference with some grain men and we had tried for nearly two years to get a settlement but without success. Nor, as they lived in another state, were we able to get service on them and get them into a court of law. The merits of our case had not then been submitted to any tribunal. While we were preparing to move on them in their own state, in the courts, we were advised by members of the Board of Trade, of which these people were also members, that our best plan was to arbitrate. As we were not members of any Board of Trade we did not know that we were privileged to call for arbitration. We were assured, however, that we had an undoubted right to do so; that members of that Board of Trade, upon being admitted to membership, were required to sign the constitution and by-laws, and that one of the principal obligations which they assumed was the solemn agreement that they would submit all differences of a financial, mercantile or commercial nature which might arise between them and other persons, regardless of whether such persons were members of the Board of Trade or not, to the decision of the committee on arbitration, subject only to an appeal to the committee on appeals, and that they would abide by any decision made by one, or both, of these committees.

As this was just what we wanted, we properly petitioned to have our case arbitrated. The other party refused to submit to arbitration, notwithstanding their signed agreement to do so in all such cases. Our duty then was to go before the board of directors of the Board of Trade and show cause why our case merited a hearing before the arbitration committee. This we did and the other party replied. Twelve directors out of fourteen decided in our favor and ordered the case arbitrated.

As the rules permitted ten days for the defense to prepare its case, we came home to await the time and prepare for the arbitration. We were quite surprised to learn, in a few days, that there was a screw loose somewhere. The board of directors had met again and were in some sort of a panic growing out of their decision that our case should be arbitrated. We were at sea and totally unable to comprehend the new situation. We at once went after these directors to learn what had gone wrong. And in learning what had gone wrong we learned a very vital point in the principle of arbitration.

These directors had learned that the very existence of their Board of Trade was imperiled by their order that these members, whom we believed had wronged us, must submit to the decision of their arbitration committee. Should the directors formally order these members to arbitrate, the directors must prepare to enforce their order. They could not well issue the order and then calmly see it ignored and disobeyed. Should they issue such an order they would have crossed the Rubicon and there could be no retreat.

But suppose these members should become unruly and refuse to obey; what then? The directors must then expel them. But here was the danger. Suppose the expelled members should go into the courts and ask for an injunction restraining the directors from expelling them. What then? The court would enjoin, all right enough. The court would declare void the signed agreement to submit to arbitration. The court would not permit a punishment to be inflicted because a member refused to do an unlawful act. Take from a Board of Trade the power to expel for refusing to submit to its order to do a thing which all members agreed to do, and there is little left to a Board of Trade.

In our case the directors rescinded their action

and left us stranded on the rock of arbitration, where others are likely to be stranded who place their faith on what is but a delusion and a snare. The directors learned of this danger and refused to take the risk. We were denied the opportunity to arbitrate and for no other reason than because the directors feared to attempt to compel the other people to do so.

The law, as I understand it, makes the time when the agreement to arbitrate was made, as related to the time when the dispute occurred which it is proposed to arbitrate, the determining factor as to whether such an agreement to arbitrate be valid or void. An agreement to arbitrate a past difference is valid and can be enforced. An agreement to arbitrate a future difference is void and cannot be enforced. If yesterday I had a dispute with my neighbor and to-day we agree to submit it to arbitration, we know, when making the agreement, just what we are going into. No rights are imperiled but such as each of us is willing to risk. But should I have been persuaded at some time in the past, when no dispute was in existence, to sign an agreement with certain parties to arbitrate any difference I might have with any of these parties, when the difference arises it may be so unlike anything I had in mind at the time of entering into such agreement that I may bitterly regret having made such an arrangement at all. In such a case the law would come to my relief, as I understand it, and declare this agreement which was made before the fact as entirely worthless and not enforceable.

If my understanding of the law be incorrect, I of course shall be glad. But if it be correct, then such a law is fatal to the principles of arbitration. If we must wait until after the dispute to enter into the agreement to make the agreement binding, then arbitration is at once stripped of most of its charms. Men in the heat of a dispute are frequently unreasonable. If both are calm and reasonable enough to agree to arbitrate they perhaps are calm and reasonable enough to settle the matter between themselves rather than go to law. If either is so hot he will refuse to agree anew to arbitrate, he will not stand to a previous agreement to do so if he learns such an agreement cannot be enforced.

A grain dealers' association, like human society in general, does not need much power to control its quiet, peaceable, reasonable members. The unruly, quarrelsome fellows are the ones for whom laws are framed. Any law which controls only the quiet and lets the unruly escape, defeats its own purpose. An irreconcilable dispute between two reasonable members is an impossibility. Hence no provision need be made for such a thing. The desideratum in a grain dealers' association is some inexpensive scheme for the settlement of disputes which are sure to arise where one, at least, of the parties is quarrelsome, unreasonable and unfair. But the association becomes an unconscious party to the unfairness when it promulgates a scheme which seems to offer perfect security until some member finds himself in trouble over a trade he would not have made except under the belief the association would see he has fair play, and then it proves the association can not enforce the scheme.

Yours truly, W. C. BAYLES.
Mt. Pleasant, Iowa.

A cargo of 40,000 bushels of wheat was in June last transferred from Chicago to Montreal in five days. The steamer Blackrock took the grain from Chicago to Depot Harbor and it went thence via Canada Atlantic Railway to Coteau Landing and then by the barge Condor to Montreal.

The American Grocer says that "the combined capacity in corn of independent glucose manufacturing plants now (or soon to be) in operation is greater than that of the Glucose Sugar Refining Company. The glucose capacity of the different interests is estimated at 5,000 barrels daily for the latter company and 3,700 barrels for the independents. The corn-consuming capacity includes the starch-producing power."

FIRST ANNUAL MEETING OF EASTERN INDIANA DEALERS.

The city of Anderson, Ind., entertained the grain dealers, June 27, who came there to attend the first annual meeting of the Eastern Indiana Grain Dealers' Association.

P. E. Goodrich, district chairman, called the meeting to order in Hotel Anderson at 10:30 a. m. After the reading of the minutes of the last meeting by Secretary Slack, Chairman Goodrich read his address as follows:

CHAIRMAN'S ADDRESS.

To the Members of the Eastern Indiana Grain Dealers' Association—Gentlemen: I beg leave to submit for your consideration my report. On a typical May morning in 1900, Mr. Canunack and Mr. Hibbits met on Walnut street, in the city of Muncie, and, standing under the protecting folds of an umbrella, agreed between themselves to do all in their power to induce the grain dealers of Delaware County to discontinue for all time the loaning of grain bags. As the results of this conference a meeting was called at once, to be held in the offices of the High Street Milling Company. At this meeting, after some discussion and going over the matter thoroughly, it was decided that the agreement, to be effective and binding, must embrace some of the joining counties. Consequently subsequent meetings were held, first, I believe, in Anderson, then another in Muncie, and later in New Castle. The latter meeting was well attended and all the dealers present signed the sack agreement, promising to induce their neighbors to do likewise.

At this meeting for the first time was broached the idea of forming a regular organization and making it a branch of the Grain Dealers' National Association. After an informal discussion, in which every member present approved the plan, this meeting then adjourned to meet in the Magic City on June 28. At this meeting twenty regular grain dealers were present, and a number more sent letters approving the organization. Mr. Clark, the National's secretary, was with us, and explained the benefits to be derived from that organization. So earnest were those present that nineteen out of the twenty joined the Association as charter members and elected officers for the ensuing year and adopted a constitution and by-laws. A county chairman for each county was also elected at this meeting, and it was left to them to extend the Association. This they did, until now we have members in the counties of Adams, Blackford, Jay, Madison, Tipton, Wayne, Hancock and Henry, in all numbering fifty-three, and through the efforts of the Association the loaning of grain bags and scoop-shovel dealers are practically things of the past in this district, and the evil of overbidding has been materially lessened. Indeed, no complaint has been made to the officers of the Association except in Hancock and Henry counties. We are led to believe this trouble is now settled for some time to come.

I wish to make a recommendation to this convention, and that is this: That by resolution we define in no uncertain terms what it takes to constitute a scoop-shovel dealer, so that in the future there can be no controversy over the question whether or not a certain dealer, who is overbidding, is a scoop-shovel dealer.

There is another question I would like to hear discussed at this meeting, and that is the question of fire insurance. While the elevator property in this district is being made better each year, yet the insurance companies steadily advance their rates, until now in many cases it is almost prohibitory, in many instances insurance being as high as 6 per cent per year. If the millers of the country can, through their mutual insurance companies, reduce their rates so that now they average little or any over 2 per cent a year, we see no reason why the grain dealers could not organize a mutual company and reduce their average rate on good property to not more than 3 per cent. Or, if this is not thought advisable, we could, perhaps, if proper efforts were made, induce the Indiana Millers' Mutual to open a department for elevators, and in this manner secure insurance rates that are just and reasonable.

I feel that we all can be pardoned for being just a little proud of our work the Association has accomplished in the past year. The dealers are on better terms with one another; more money has been made; more and better elevators have been built and remodeled, and every elevator property in the district is worth fully 25 per cent more than twelve months ago. I assert without any hesitancy that the farmers were never as well satisfied as now with the prices they have received for their grain, for they are sure they have received the same price as their neighbor has received for equal quality of grain. In conclusion, I wish to thank Secretary Slack for the uniform promptness, energy and tact with which he has filled his office,

and to assure the members that it is due to his untiring efforts that the Association has done as well as it has. I also wish to thank the individual members for their kindness to me; for their promptness in performing any duty they were called upon to do, and as a member in the ranks I shall endeavor to be loyal to my successor as they have been to me.

Secretary Slack read the following report:

SECRETARY'S REPORT.

It is with pleasure that I submit to your consideration my report for the past year. I am glad to state that we have done much good through our organization. Having started with a charter membership of twelve, we have now fifty-three members, all working for the betterment of this organization. There have been held six general meetings, which were all presided over by Chairman P. E. Goodrich; also quite a number of county meetings, which were in charge of the different county chairmen.

The following is a report of the receipts and expenditures from June 28, 1900, to date: Total amount received, \$269; expenditures, \$155.64; leaving a cash balance in the treasury, June 27, of \$113.36.

The chairman appointed the following auditing committee: James Wellington, Anderson; L. S. Sparks, Selma; J. K. Slack, Muncie.

The following made application and were received for membership: Millikan Bros., Blomtsville, Ind.; Cambridge City Cereal & Packing Company, Cambridge City, Ind.

The following were declared irregular dealers: Thomas Pickenpaugh and E. D. Davis, Hopedale; S. R. Mosely, Emporia; Frank Cabalt, E. T. Ice, O. P. Clausen, J. B. Bowers, A. J. Harry, Mount Summit; Claud Kitchen and J. D. Forrest, Elwood; Irwin Keller, New Lisbon.

The meeting then adjourned sine die.

MAGIC CITY GOSSIP.

There is no place for the irregular dealer in Eastern Indiana.

John E. Bacon represented the "American Elevator and Grain Trade."

The Association will need a larger auditorium for its sessions at the next meeting if the attendance keeps on increasing.

The Ideal Car Loader Company of Allenville, Ill., was represented by G. P. Martin, who distributed some interesting literature on car loaders among the dealers.



GROUP SHOWING SOME OF THE DEALERS AT ANDERSON, IND.

Photo by Fred. W. Jaeger of Toledo.

The committee brought in a report later that they had examined the books of the treasurer and found them to be correct.

The election of officers resulted as follows: President, J. K. Slack, Muncie; vice-president, A. L. Nelson, Montpelier; secretary-treasurer, J. L. Schalk, Anderson. County chairmen were elected as follows: Blackford County, W. B. Cooley, Hartford City; Delaware County, L. S. Sparks, Selma; Henry County, L. Hinshaw, New Castle; Hancock County, W. S. Freeze, Greenfield; Madison County, J. L. Schalk, Anderson; Randolph County, P. E. Goodrich, Winchester; Jay County, L. S. Holmes, Portland; Wayne County, S. B. Sampson, Cambridge City.

A discussion on the question of mutual insurance was opened by O. Jay of St. Mary's, Ohio, and T. B. Wilkinson of Knightstown, Ind. Plans for the formation of a mutual insurance company among Indiana dealers were talked over, but no action was taken in the matter.

There was also a general discussion of plans looking to the prevention of commission men bidding irregular dealers. It was reported that there had been cases where dealers who had sold their elevators and gone out of business still received bids, which they turned over to farmers. In this connection, F. W. Jaeger of J. F. Zahn & Co. of Toledo said that his firm handled business only for regular dealers and did not knowingly solicit business or send out bids to irregular or scoop-shovel men.

F. H. Day, representing H. L. Day, manufacturer of Day's Dust Collectors, at Minneapolis, Minn., talked dust collecting systems with those contemplating building new elevators.

There were three commission firms represented: Rosenbaum Brothers, Chicago, Ill., by Theodore Speltz; J. F. Zahn & Co., Toledo, Ohio, by F. W. Jaeger; Cleveland Grain Company of Cleveland, Ohio, by Joe T. Gehring.

Edward H. Culver, Toledo's genial chief grain inspector, was present and gave a short talk on the Toledo inspection and weighing departments, and answered also the questions the dealers had to ask concerning the Toledo methods.

The Association has remedied the bag-loaning evil, is hot after the scoop-shovel men, and now takes up the mutual insurance question, which, like all the other measures it has dealt with, it will undoubtedly bring to a successful issue.

Dinner was served to members at Hotel Anderson by the Association, after the completion of the morning session. After a sufficient number of courses had been served to revive the inner man short addresses were made by C. G. Egly of Berne, S. D. Coates of Winchester, George Harding of Elwood, Edward H. Culver, Toledo; P. E. Goodrich, Winchester, and others. Then the members left the hotel in a body to have a photograph taken.

The following Indiana dealers were among those in attendance: W. H. Aiman, Pendleton; S. D. Coates, Winchester; J. F. Crowder, Sulphur

Springs; E. C. and W. B. Cooley, Hartford; A. W. Chapman, Muncie; O. G. Carter, Goldsmith; L. L. Cook, Tipton; T. H. Condon, Parker City; W. H. Dunn, Mount Comfort; D. B. Early, Anderson; C. G. Egly, Berne; W. S. Freeze, Greenfield; F. B. Fox, Tipton; A. W. Fatic, Markletown; W. L. Gerard, Cowan; P. E. Goodrich, Winchester; J. C. Hadley, Windfall; J. E. Hinshaw, Winchester; L. N. Hale, Oakville; H. G. Harding, Elwood; C. B. Harvey, Spiceland; Paul Hagen, Fortville; Wallace Hibbits, Muncie; O. Jay, St. Mary's, Ohio; C. L. Leake, Parker City; M. E. Leslie, New Castle; W. Marsh, Willow Branch; W. J. Mercer, Mount Summit; C. W. Mount, New Castle; C. E. Moloney, Yorktown; P. W. Milligan, Blountsville; C. H. Milligan, New Lisbon; J. A. Mouch, Mooreland; H. A. Martin, New Castle; C. S. Miller, Elwood; A. L. Nelson, Montpelier; T. H. New, Greenfield; A. H. Plummer, McCords; J. L. Schalk, Anderson; O. C. Shelterly, Lapell; E. K. Sowash, Middletown; L. S. Sparks, Selma; E. A. Smith, Montpelier; J. L. Streeter, Muncie; H. G. Sparks, Selma; J. K. Slack, Muncie; J. P. Shoemaker, Middletown; E. J. Vernon, Anderson; George C. Wood, Windfall; W. C. Wellborn, T. B. Wilkinson, Knightstown; J. Wellington, Anderson; S. D. Wysart, Millville; C. F. Walter, Jackson.

OKLAHOMA GRAIN DEALERS.

A semi-annual meeting of the Oklahoma Grain Dealers' Association was held at Guthrie on June 18. President Frank E. Stevens of Purcell occupied the chair.

Among the guests of the association were L. Cortelyou, president, and E. J. Smiley, secretary of the Kansas Grain Dealers' Association, and H. B. Dorsey, secretary of the Texas Grain Dealers' Association, all of whom took part in the proceedings and gave the Association the benefit of their experience in association work. Mr. Dorsey dwelt upon the condition of Texas crops, saying that oats will yield in that state only about 10 per cent of an average crop and wheat only 35 per cent, but that corn is in splendid condition.

Oswald Wilson, representative of the division of statistics of the Agricultural Department, spoke of the question of crop statistics in the Southwest.

There were some complaints of unfair methods, which resulted in a general clearing of the atmosphere and a better understanding. In the course of the debate Mr. Dorsey referred to the arbitration methods of his (the Texas) Association; and he strongly advocated the interchange of association blacklists.

The Association, after careful deliberation, decided to affiliate with the Grain Dealers' National Association.

On motion the chair appointed the following committee to perfect an agreement between the grain dealers and millers of the territory: W. D. Jonson of Enid, J. C. Robb of Kingfisher, Robert T. Brooks of Tonkawa, John Pfaff of Edmond and J. C. Ruth of Yukon.

A resolution was passed recommending the re-appointment by the Governor of Col. C. T. Prouty of Kingfisher as territorial grain inspector.

Incidental to the meeting, the members of the Association made a call upon Acting Governor W. M. Grimes; and Mayor J. C. Robb of Kingfisher was later delegated to report the wishes of the Association to Governor Jenkins.

In the evening the Guthrie Club gave a banquet to the Association. The menu was a delicious one and was served in a charming manner. The following program made up the line of toasts, Col. C. T. Prouty acting as toastmaster.

"The Relation of Grain Dealers and Banks," John Pfaff.

"The Grain Dealer in Politics," J. C. Robb.

"The Troubles of the Secretaries," H. B. Dorsey.

"The Sister Associations—Kansas and Oklahoma," L. Cortelyou.

"Harmony," R. D. Butts of Blackwell.

"Troubles of a Bachelor," Ed Donahoe.

"Our Ladies," D. McKinstry.

"How to Handle the Farmer," E. M. Flickinger.

"Is Two Cents Enough?" Jerry Shields.

"A Square Deal on Two Cents," Frank Stevens.
"A Receiver's Duty," E. F. Dugan.

Among those reported present were the following: A. B. Johnson, W. S. Grubb, C. J. Mathis, Enid; George Furmin, J. E. Lindsey, El Reno; J. T. Kraut, J. E. Shields, F. S. Kraut, Yukon; D. J. McKinstry, J. Wagoner, Perry; Charles Houston, J. C. Hughes, Pawnee; A. Flitner, Noble; E. D. Humphrey and son, George T. Gilroy, El Reno; W. H. Yohe, Chickasha; R. A. Britton, Waukomis; J. H. Rohner, St. Joseph; George M. Fuller, George A. Hunter, St. Louis; H. S. Pallitz, Chicago; W. B. Small, Blackwell; Baron House, George Solberg, W. T. Thorne, C. O. Russell, Oklahoma City; J. J. Donahue, Mulhall; F. S. Stevens, Purcell; D. L. Larsh, Norman; H. L. Miles, W. L. Herbig, Wichita; P. M. Shatrom, B. W. Ballen, Hennessey; E. F. Duggan, J. S. McNulty, W. W. Adair, Dallas, Tex.; B. F. Collins, T. D. Phelps, A. M. McDermott, Philip Schils, A. E. McKensie, F. E. Essex, Edward Ordway, C. H. Booth, I. V. Lynn, W. A. Moses, W. T. Oates, P. F. Lucas, Kansas City; A. T. Haines, J. W. Ware, J. E. Farmington, E. M. Flickinger, Jesse Baughman, Kingfisher; J. G. O'Malley, J. P. Hardin, of Clyde, Mo.

CONVERSION OF GRAIN AND THE MEASURE OF DAMAGES.

Justice Brown, of the Minnesota Supreme Court, in the case of Lucius P. Doliff, respondent, vs. Robbins & Warner, appellants, on June 21 handed down a decision of much importance to grain men and

commission men doing business for dealers who store (?) grain for their customers. The syllabus of the decision of the court, by Justice Brown, is as follows:

First—One Wallbridge was engaged in operating a public warehouse for the receipt and storage of grain, at which he received a large quantity of wheat from different persons, and issued to them therefor the usual storage receipts. Subsequently he shipped the wheat without the knowledge or consent of the ticket-holders to defendants, who were commission merchants, and the same was sold by them and the proceeds applied to the payment of the indebtedness due them from Wallbridge. Thereafter the ticket-holders sold, indorsed and transferred their several tickets to the plaintiff in this action, who demanded of Wallbridge and said defendants the return and possession of the wheat, which was refused. Held:

A. That the sale, indorsement and delivery of tickets operated as a transfer and assignment to the plaintiff of all title to the wheat and every remedy possessed by the holders thereof, including the cause of action for its conversion.

B. Defendants, though commission merchants doing business as such, in the matter of the sale of the wheat in question and the appropriation of the proceeds thereof to the payment of the Wallbridge indebtedness, acted in their own interests and in their own behalf, and not as mere agents of Wallbridge, the warehouseman, and are liable as for its conversion.

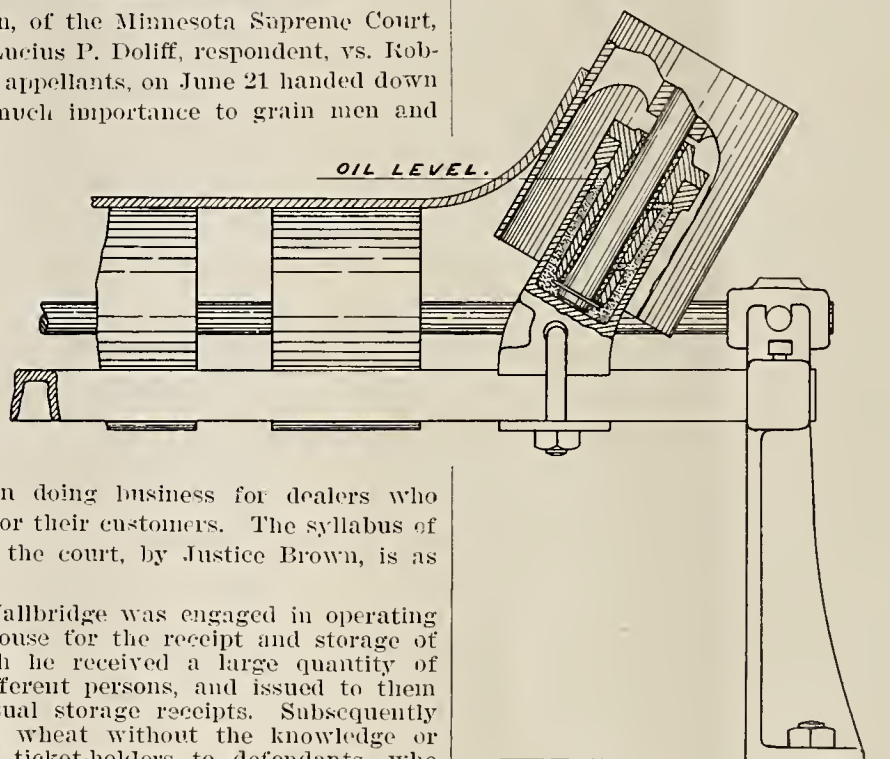
C. Where the conversion of personal property is accidental and under the belief that the person has the right to the property and he acts with no wrongful purpose or intent, the measure of damages is the value of the property at the time of the actual taking and conversion. But where the original taking and conversion are wilful and without color or claim of right the measure of damages is the value of the property at the time and in the condition it is in when demand for its return is made. Within these rules it is held, there being nothing in the record to show a wilful and wrongful conversion on the part of defendants, that the measure of plaintiff's recovery should have been limited to the value of the wheat in question at the time when plaintiff had the right to demand its return, with interest, less the storage charges and the expense of transporting the same from the warehouse to Minneapolis, where it was sold and converted. Order modified and affirmed.

BEE'S SELF-OILING CONCENTRATOR ROLLER.

Mr. Wm. E. Bee, superintendent of Stephens, Adamson & Co. of Aurora, Ill., has recently been granted letters patent for what is claimed to be the most practical self-oiling concentrator ever designed. This roller is not only self-oiling, but is absolutely dust proof.

By examining the cut of this roller, shown herewith, it will readily be recognized that a radical departure has been made from the usual construction and method of lubricating, the main difference being that this roller, instead of running loose on the inclined stationary spindle or gudgeon, is secured to the spindle and rotates with the roller in an upwardly inclined bracket, which contains a large oil reservoir, in which the spindle or gudgeon of the roller is at all times submerged, thus producing a perfect lubrication of the spindle of the roller.

By the aid of this improved construction, it will be noted that there can be no waste of oil, and no dripping of oil on the conveyor belt or floor, as is common with the usual construction of concentrator rollers. Practical elevator men know only too well what it means to have oil dripping on the conveyor belt. It destroys the belt and causes ex-



BEE'S SELF-OILING CONCENTRATOR ROLLER.

pensive and serious delays. There is nothing that will rot out a rubber belt as quickly as oil, and this great defect of the belt conveyor system has been entirely overcome by this roller.

The main points of advantage in using this roller are perfect lubrication, economy and safety.

This roller is fully described on page 133 of Messrs. Stephens, Adamson & Co.'s catalog, a copy of which they will cheerfully send upon application, together with any further information desired.

The bag supply on the Pacific Coast is estimated at 8,500,000 bags short of requirements.

On July 4 South Chicago elevators were at a complete standstill for the first time in years on that holiday.

Owing to the oppressive heat and the over-ripe wheat crop of Kansas hundreds of farmers began about July 1 to cut wheat by moonlight.

The Chattanooga police commission has decided that the local bucketshops of all kinds must quit, except on condition that all stocks, bonds, etc., be actually delivered—which looks like a prohibitive order with a string tied to it.

Broom corn, which between October and June dropped in price from \$85 to \$45 per ton, took a sharp spurt late in June, when a sale of twenty cars was made at Charleston, Ill., at an average of \$70 per ton. Prophets look for \$100 before the new crop begins to move.

WESTERN INDIANA DEALERS MEET AT LAFAYETTE.

The Western Indiana Division of the Grain Dealers' National Association held its annual meeting in Lafayette, Ind., June 26.

President W. C. Breckenridge of Kankakee, Ill., called the meeting to order at 2 p. m., and announced a recess of ten minutes to receive names of applicants for membership. The following made application: Lawson & Timberlake, Pine Ridge, Ind.; De Rhodes Bros., Lafayette, Ind.

Secretary Wolcott of Wolcott read the minutes of the last meeting, which were approved as read.

The secretary-treasurer's report showed an active membership of 82 dealers, and a cash balance on hand to date of \$292.68.

John B. Ross moved that the president appoint an auditing committee and committee on nominations. The president appointed the following:

Auditing Committee—W. E. Rich, Remington; C. W. Coen, Rensselaer; Bennett Taylor, South Raub.

Committee on Nominations—B. F. Crabbs, Crawfordsville, A. E. Hartley, Goodland; W. W. Alder, Lafayette.

President Breckenridge announced that they would hear the report of committee on charges preferred against the Samuel Born Grain Co. of Lafayette. The report was read by Secretary E. H. Wolcott. The report was to the effect that the charges preferred against the Samuel Born Grain Company were true and the committee recommended that the said Samuel Born Grain Company be expelled from the Association.

B. F. Crabbs moved that the report be adopted. Before a vote was taken the report was discussed by Isaac Born on behalf of the Samuel Born Grain Company and by John B. Ross and W. W. Alder on behalf of the Association.

The report was then voted upon by ballot, resulting in its adoption by a vote of 36 to 5.

W. W. Alder moved that the report as adopted be thereby incorporated into and made a part of the proceedings of this meeting. Carried.

The president announced that Edw. W. Culver, chief grain inspector of the Toledo market, was present and called upon him for an address.

Mr. Culver said that it was with pleasure that he had received instructions from his market to attend the meeting of Western Indiana Grain Dealers' Association. Since his connection with the Toledo inspection department he had done business with about every dealer in Indiana. He said that their inspection department was run by a force of twenty-four competent men, and when anyone showed evidences of incompetency he was promptly discharged. This inspection department was both liberal and rigid—liberal in the sense that in a case of doubt the decision was always in favor of the car of grain. Yet Toledo inspection was obliged to be rigid, as it was proverbial that millers knew exactly what kind of grain they were getting when they purchased the grades of Toledo market. Their weighing department was giving good success. Using the DeMuth checking system, there was little chance for error, and weighing was done in hopper scales in all elevators except two. In employing men for this department he gave the preference to men who understood the elevators thoroughly. There had been some trouble from shortages last fall, but it was traced to a gang of thieves who had been all apprehended, convicted and sentenced. Mr. Culver also spoke of the importance of cooping cars before loading.

C. S. Clark announced the annual meeting of the Grain Dealers' National Association, and the Western Indiana division expressed itself as preferring the month of October in which to hold the meeting.

The report of the auditing committee was read by W. E. Rich as follows:

We, your committee, appointed to audit the books of the treasurer, find said treasurer's report to be correct and move its acceptance.

The report of the committee on nominations was adopted as follows: For president, W. W. Alder,

Lafayette; for vice-president, Claud Loughry, Monticello; for secretary-treasurer, E. H. Wolcott, Wolcott; chairman of counties, Fountain County, E. W. Finch; Newton County, A. E. Hartley; Tippecanoe County, D. P. Simison; Warren County, Chas. Timberlake; for all other counties the chairmen were re-elected.

W. W. Alder made a short address in which he spoke of the good work done by the retiring president and the duty which every member owed to the Association. The Association was not organized altogether for pleasure, but for the building up of the grain business in that section of country. Grain men should live together on friendly terms and run their business on a money-making basis.

W. C. Breckenridge also thanked the dealers for the support he had received during his administration.

EVENING SESSION.

W. W. Alder called the meeting to order at 8 p. m. and announced that a short session only would be held, owing to the very warm character of the weather.

In the discussion of "Mutual Insurance," John B. Ross said he believed that Indiana grain dealers could have good insurance at one-half the rates they are now paying. It is unfortunate, but it seems that a dealer has to have a fire before he learns how to insure. A boiler should not be insured too high, because a fire will not hurt it. Every article and machine in the elevator should be enumerated. If you specify everything you will have less trouble in getting your insurance. If you have a fire do not employ someone to represent you, but represent yourself. I think if Indiana dealers could form a company, their insurance would cost them less and be satisfactory.

E. H. Wolcott: At the last meeting of the State Legislature a bill was defeated called the "valued policy bill." It provided that insurance companies should pay the face value of their policies. I favored the bill, but it was defeated. Insurance people argued that if the bill became a law it would cause a stiff advance in rates. I know of no other business where a company is not responsible for the acts of its agents. An agent can write a large premium on your elevator and in case of fire cut down the amount paid.

Mr. Crabbs: We have had some experience with fires and have been fairly well treated by insurance companies. We represented ourselves. I would be in favor of a local Indiana mutual company.

Samuel Finney said that he had had three losses, but that he had been fairly treated by the insurance companies.

"Shall we give away our storage" was opened by W. C. Breckenridge, who said he was not in favor of giving away storage, reports to the contrary notwithstanding.

John B. Ross: I believe that the Association should unite its efforts to eliminate this practice from the grain business.

"Shall we buy ear corn by the hundredweight" was discussed. The opinion was drawn out that buying by the hundredweight was impracticable in that territory.

A motion prevailed that the thanks of the Association be extended to the retiring president.

C. Rider moved that the thanks of the Association be extended to the dealers of Lafayette for the courtesies received. Carried.

On motion by Mr. Breckenridge the thanks of the Association were also tendered to E. H. Wolcott, secretary. The meeting then adjourned.

LAFAYETTE PICKINGS.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

Edward H. Culver, chief grain inspector of the Toledo market, renewed his acquaintance with the Indiana dealers.

The Lafayette grain dealers invited the Association to a dinner on Wednesday night, served at the Columbia Café. Nearly every one attended. The service was excellent, the menu as it should

be and all enjoyed themselves thoroughly during the dinner.

The H. N. Strait Manufacturing Company of Kansas City, Mo., was represented at the meeting by C. D. Rogers of Peoria, Ill.

Lafayette dealers included: W. W. Alder, E. T. Jones, Isaac Born, Matt. Schneible, K. C. and J. M. De Rhodes, W. B. Boyd, James Thompson, J. N. Lutz, E. Ludington, chief grain inspector.

There were a few railroad men present, including G. J. Nattkemper, traveling freight agent of C. & E. I. Railroad; William A. Sprout and L. Andrews, agents of the Wabash Railroad.

F. H. Day, representing H. L. Day, manufacturer of Day's Dust Collectors at Minneapolis, Minn., exhibited a model of their dust-collecting system which was examined with interest by all the dealers.

Chicago commission firms included: Arthur R. Sawers and George B. Dewey, representing the Cahmet Grain & Elevator Company; W. M. Timberlake, with E. Seckel & Co.; Sam Finney, with Churchill & Co.

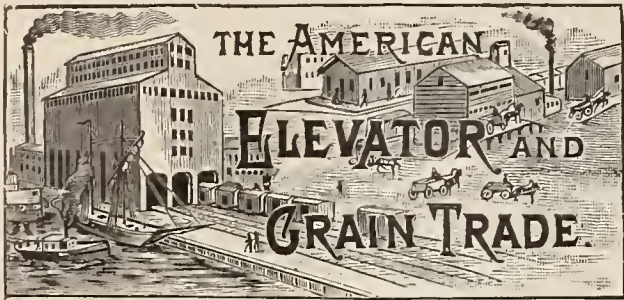
George B. Dewey and W. M. Timberlake were on old familiar ground at Lafayette. It was there they passed their boyhood days, and they took pleasure in visiting all the old scenes, including the watermelon patch, out of which they were chased at midnight by the angry farmer, and the old circus grounds where they so often crept under the tent to see the elephant.

The Indiana dealers included: E. H. Wolcott, Wolcott; Z. H. Blankendaker, Wolcott; J. A. Bridge, Sedalia; T. J. Ryan, Delphi; J. A. McComas, Yeoman; C. E. Timberlake and D. A. Lawson, Pine Village; H. Kerlin, Delphi; J. C. Sellers, Darlington; William Doulin, Delphi; John B. Ross, Lafayette; H. C. Clark, Colfax; J. A. Washburn, Remington; B. F. Crabbs, Crawfordsville; C. W. Coen, Rensselaer; M. Duffy, Swanington; J. F. McCormick, Ambia; W. F. Schilt, Bremen; S. Van Sternburgh, Talbot; Sylvester Taylor, Montmorenci; T. H. Dixon, Ambia; Bennett Taylor, South Raub; J. R. Barr, Earl Park; A. E. Hartley, Goodland; H. Rummel, Jr., Atkinson; J. H. Pruett and J. Myers, Francisville; W. E. Rich, Remington; W. T. McCray and C. Rider, Kentland; John F. Barnard, Fowler; D. P. Simison, Romney; W. C. Breckenridge, Kankakee, Ill.

NEW YORK CORN AT BUFFALO.

One of the agricultural exhibits that has already attracted the attention of the commonplace reporter is the exhibit of corn among the innumerable other seeds. There are vegetable seeds galore; but, says our seeker for the strange and the wonderful, the visitor "will be most surprised when he comes to the cases of corn on the cob. The corn has the rainbow beat for colors. There is the Blue Devil variety, with kernels of sea green; small cobs, about four inches long, have jet black kernels; Newcomb's Red Wonder is of a rich cherry tint; White Mexican is of the lightest shade of brown; Excelsior Tri-color bears kernels of three colors on one cob, black, red and yellow; short fat cobs that look as if they had been dipped in blood are called the Bloody Butcher corn. The long ears of Black Beauty corn look like highly polished clubs of mahogany. Some with a delicate pink shading is called Whitney's High-bred corn. Longfellow, which corn evidently derives its name from the length of its cobs, all over a foot long, is a brilliant yellow. The Australian variety has kernels of brown and yellow, with a stray one of lavender here and there. There are dozens of specimens of the ordinary, everyday white and light yellow varieties.

"Two of the cases in the same row with the corn are given up to a display of tiny models, showing the development of the plow from a wooden article looking like a lopsided wishbone to the latest patent, chilled steel implement. This exhibit is the property of the Cornell Agriculture College."



PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Manhattan Building, 315 Dearborn St.,
CHICAGO, ILL.

A. J. MITCHELL Business Manager
HARLEY B. MITCHELL Editor

Subscription Price, - - - - \$1.00 per Year.
English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

There is an unusual amount of No. 1 red winter wheat arriving in the Chicago market. On July 6, out of 162 cars of wheat, 87 were new and graded as follows: No. 1 Red, 12 cars; No. 2 Red, 65 cars; No. 3 Red, 6 cars; No. 4 Red, 1 car; No. 2 Hard, 3 cars.

An English authority has discovered that the pressure of grain in a bin is greater upon the sides than upon the bottom. For instance, the pressure of grain in a round or square bin ten feet in diameter, holding 240 tons, was 220 tons on the walls and but 40 tons on the bottom. The explanation is that the material forms itself into arches, the ends of which press downward on the walls with an oblique, not horizontal, pressure.

Lake freights have been very dull during the month and there were days when there was absolutely no market for cash corn at the seaboard. Yet on June 25 alone 3,300,000 bushels of corn went to European markets from other than American ports. It has been said we can undersell all other shippers, but in May and June, at least, we didn't. The "American peril" seems more terrible to the German newspapers than to anyone else.

St. Louis is feeling particularly happy just now, for the winter wheat crop has been large enough to justify visions of a busy season there. And these are the rosier now that St. Louis receivers know the old complaints about bad weights and exorbitant weighing charges are no longer justified. The entire system has been fully reorganized and is now under the direct supervision of the Merchants' Exchange. Furthermore, the southeastern roads have agreed to allow three-fourths cent per 100 pounds for

transferring and weighing grain shipped to the Southeast, which will help trade in that direction. Indeed, St. Louis is to be congratulated, although it must be confessed it took an earthquake to show her the situation she was in.

VOLUME XX.

In a letter to this office dated June 18, Secretary McCord of the Ohio Grain Dealers' Association was pleased to say: "Please allow me to thank you for your excellent report of our Buffalo meeting (June 12 and 13) which appears in your issue of the 15th instant. This was certainly quick work on the part of your representative."

It is, without doubt, the purpose of the "American Elevator and Grain Trade," which has long been remarked by its readers, to give the grain trade promptly both the news of the trade accurately recorded, as well as other trade information, which has been the secret of the success of the paper which to-day begins its twentieth volume. Nineteen years is a long life, indeed, for a grain trade paper, many of which have appeared in the past only to succumb after a brief and fitful existence. It is a great satisfaction, therefore, to the publishers to feel that while they have succeeded they have done so only because the "American Elevator and Grain Trade" has merited success. In no line of trade journalism have the wrecks been so numerous and disastrous.

The future may usually be judged by the past. While figs do not grow of thistles, on the other hand, thistles do not grow on well cultivated fig trees. The publishers promise forward steps only; and they aim to make the "American Elevator and Grain Trade" better in the future than it has ever been in the past.

MR. BAYLES ON ARBITRATION.

It is not the police force, but, rather, the love of order born in civilized man that conserves society; the police force merely overawes or punishes the disorderly few. So, as Mr. W. C. Bayles points out in an admirable letter on arbitration, printed in this number, grain dealers' associations find no reason for existence except to control the unruly, selfish and quarrelsome members of the trade.

But how shall they be controlled? Arbitration outside the courts is a matter of courtesy only. That it is preëminently a desirable method of settling differences few will deny. The practical difficulty is to enforce the decrees of the arbitration. The situation is presented in a very forcible manner by Mr. Bayles, who has approached the subject from the practical as well as legal point of view. The latter, unfortunately, does not seem to be encouraging to those who urge the doctrine of compulsory arbitration. If an agreement to arbitrate a future difference is void and cannot legally be enforced, then the status of the membership in any desirable association of business men of a party cannot be legally affected by his refusal to arbitrate a difference that was a future difference at the time said agreement was made.

The problem of practical arbitration has its difficulties, nevertheless these need not, perhaps, be considered insuperable. Certainly the effort to make arbitration more frequent and

more popular with the grain trade should by no means be abandoned for one moment.

SEED MEN IN A BOX.

The customs appraiser at New York has been asked by seed importers to supply information as to the market value of seeds in foreign markets. This is not a paradox. For it appears that seed importers place their orders far enough in advance for the seeds to be grown, paying the contract price without reference to the price of seeds at the date of shipment for America. But the custom house appraises at the latter price. If this price is higher than the contract price which the importer uses as his valuation, the latter is fined for undervaluation, whereas if the price is lower than the contract price the importer is required to pay on the latter valuation as the true one. It is hardly likely the appraiser will give the information asked for. The government always looks after its own. Its officers never make the mistake of taking too little. They get all they can and let the victims apply to Congress for relief, which they seldom get, by the way.

THE WHEAT CROP.

From every direction comes the testimony of farmers, crop experts, grain dealers and railroad men that the wheat yield of America of the current harvest will be a record breaker—anywhere between 700,000,000 and 800,000,000 bushels. It would be a bear's crop, sure enough, but for the news of disaster from abroad, especially from the continent, all of whose wheat areas have failed to produce their customary yields. The glamour of the golden grain, however, is still in the eye. It may be deceiving. Kansas' 100,000,000 bushels at this time last year was shaved materially when the bushels were finally counted, and the harvest in the Northwest may not all see the millers' bins, as much of it grown in July did not last year after harvest. Let us not be too bearish on the start. It isn't necessary to queer our own game so early. If Europe needs our wheat let her pay for it; the continent at least buys nothing of America she can avoid buying. Let us not be unchristianly, of course, but let us remember that business is business nowadays.

THE CANAL THREATENED.

The Illinois Supreme Court has decided that the drainage district of Chicago is not required to continue pumping water into the Illinois and Michigan Canal. Chicago, having filled up the canal between Bridgeport and Lockport with its sewage sludge and having assumed the canal has no longer any commercial value to herself and having attained also the benefits sought by executing the contract, has chosen to repudiate a contract made December 21, 1899, to forever keep the water in the canal at the navigable depth of six feet. Since, to paraphrase Burke, one can't indict a city of bad faith, there is nothing to be said in the premises, especially since it is not allowable to swear at the Supreme Court.

The canal commissioners, having fortunately been provided with an emergency fund by the Legislature, announce that the pumps will be

kept running by the commission. The money at their command is enough to keep the canal open for this and the next season. But what of the thereafter? If the present commissioners shall manage the canal's affairs no better than did their predecessors, the canal will have to go begging again from the Legislature of 1902.

Meantime, the boatmen are not helping matters by elevating their rates. And the recent sale, too, of the entire line of boats of the largest firm operating on the canal to a competing railway, it is supposed, further complicates the situation.

WEIGHTS AGAIN.

The ultimate solution of the weights question will come only through coöperation of the shippers and receivers. It may be assumed that no market can in these days afford to have a reputation for shortages. It must also be assumed that the shortage is not always at the market end of the line, which can have no more interest in a graft by shortage than has the other end.

This view is emphasized at this time by the letter of C. A. Burks & Co. of Decatur, printed elsewhere in this number. "Coopering" and "estimated weights" are old stories, but as long as shippers cooper badly, or not at all, and can furnish receivers with only "estimated weights," shortages must continue; for cars will leak and shippers never underestimate the quantity or value of their own stuff. If you are bothered with shortage, read Messrs. Burks & Co.'s communication and get a basis for that reformation which even the best of us need periodically.

A suggestive step toward the elimination of shortage in Kansas was taken at a meeting of a district branch of the Kansas Grain Dealers' Association at Wichita on the 5th inst., when it was unanimously voted that the Association employ a scale inspector to test the scales of country dealers. This program will doubtless get at the bottom of shortages in that state, and it would be sound advice to give other local associations to do likewise, even without waiting for a formulation of the experience of the Kansas dealers. This action is, in fact, a distinct forward step, for it should substitute definite for estimated weights.

THE GRAIN GROWERS.

The National Grain Growers' Association's annual convention at St. Paul in June came fully up to the expectations of the public. There is no congenital reason why a grain grower should bray when he talks of commerce. Why, then, do his representatives in meetings of this character almost invariably do so?

For example, the proposition (to name but one) to nurse a market on the east coast of Asia, which in 1900-1901 bought American goods of all sorts to the amount of only \$56,251,395, in preference to cultivating one in Europe, one country of which (England) alone took in the same year \$527,784,340 of our products, largely agricultural, is about as near commercial absurdity as can be imagined. The assumption of the Grain Growers that trade with paupers, as Asiatics in the mass are, however numerous, is preferable to trade with rich and prosperous nations like those of Europe, is, it need hardly be said, economic nonsense.

The demand for terminal elevators is, of course, the sheerest rainbow chasing, while the indorsement of the ship subsidy folly, even in form of direct bounties to freights, instead of to ships, is pandering at least to the way some Americans have of solving troublesome economic problems by "sweeping the dirt under the bed," that adds nothing to the respect which the people should have for the representatives of the great farming public of America.

The quicker the farmers sit down on such men as Hanley, Butler, Bucklin et id omne genus, the sooner they will be likely to establish a reputation for such commercial sanity as will give any manner of weight to their demands or opinions.

THE NATIONAL ASSOCIATION.

Now that substantially all the grain dealers' associations of the United States have formally affiliated with the Grain Dealers' National Association, one of the first duties of that body at its meeting at Des Moines in October will be to revise its constitution on the basis of its now federated character. It should be no longer a body composed of private individuals, but should have a membership of associations only. The first and most valuable result of this change will be a representative attendance at its meetings of the trade from all the states entitled to representation, for the individual associations will be directly interested in selecting the full number of delegates they may be entitled to in the general meeting and in seeing that said delegates attend the meetings. Such delegates will almost invariably be representative men, so that not only will the governing board be representative in character, but the work of the Association at its annual meetings may be expected to take the national scope so much needed by the trade, and in marked contrast to the "literary and debating society" quality it has had in the past. The papers presented should be only such as shall take the form of an argumentative basis for associational legislation.

For example, arguments for and against the trading rules referred by the Illinois Association to the National Association, and printed in this number for the information of the trade, would be highly apropos. Trade rules should no longer be general in form or character, but of universal application in the trade. The tendency of our domestic commerce is toward uniformity of commercial law in the business world. The state laws of contracts are now practically uniform; the laws relating to commercial paper are gradually being altered in the same direction, in response to the necessities of our immense interstate credit system. So, too, the grain trade should formulate national rules to take the place of the local customs, which in many instances are now used as a substitute for more rational methods and even for statutory law.

Much more might be said along this line were it necessary. The National has during the past year pleaded for support on the strength of the potential quality of its name rather than on its work. It has now attained the goal it has striven for. It has great possibilities. Let it, therefore, assume a national form; let its officers be not only practical men, but men who are big enough to see the difference between a fad and

a commercial principle and broad enough to be recognized as national men. So reorganized, the National Grain Dealers' Association will be a beneficent power in the trade. But never otherwise. Past experience has demonstrated that fact, if nothing else.

EXPENSE OF LOADING CARS.

A case has been pending for some time before the Interstate Commerce Commission which was instituted by a fruit shipper for the purpose of compelling the railroads to pay the cost of loading and unloading carload freight. While the roads, of course, bear the expense of handling broken lots, they have all along contended that in consideration of the reduced rates on a carload the shipper should bear the handling expense, and now make that plea in defense of this action.

The case has an interest for grain dealers in view of their somewhat hopeless demand for a loading fee, which is but another name for this loading expense and which has been abandoned by some of the eastern roads as an unnecessary expense, from the railroad point of view. The fact that the majority of carload shippers prefer to load their own stuff does not help the situation from the other point of view; while the fact that if the roads themselves should do the loading the nominal maximum weight would assuredly never be exceeded, would hardly be entirely satisfactory to grain shippers during a car famine, say.

ELEVATOR INSURANCE.

The New York Journal of Commerce in a recent issue published a typical list of grain elevator fires in 1898, 1899 and 1900, the insurance losses on which were \$4,520,500 in 1898, \$1,799,000 in 1899, and \$2,054,000 in 1900, making a grand total of \$8,373,500, to which losses of 1901 of \$1,296,000 are added May 1, making a grand total of \$9,669,500. As these totals include practically none of the many minor losses on inland elevator risks, there is a legitimate basis for the insurance man's claim that "elevator risks cannot be properly classed as profitable."

At any rate, insurance rates are steadily climbing higher and higher, so that that form of protection is getting to be a luxury to elevator owners. The only relief in sight is personal watchfulness and the mutual company policy. Elevators seldom burn that are kept clean and whose machinery is always in perfect condition and repair. This condition is only the result of personal attention. As a part of the protection offered by a good mutual company's policy the insured has the benefit of the suggestions for the protection and prevention on his own premises of the expert inspector who surveys the risk. Thus far, by insisting on these suggestions being carried out by the policy holder, the mutuals have been able to save their patrons about 50 per cent of board rates on the same risks.

The 15,000 bushels of Russian seed wheat bought for distribution in Kansas is due to arrive in Kansas City to-day, July 15, and will be distributed from that city at about \$1.80 per bushel.

EDITORIAL MENTION

You can be independent and look out for No. 1 without being offensive.

The old wail of car shortage has begun again in the Southwest and it will work northeastward, of course.

Don't neglect your repairs. Clean up the premises now and have them ready for the new grain and the winter.

Have you learned to stop licking stamps? Then write your congressman that the transactions stamp ought to go too.

Don't abuse the confidence and good nature of your commission man. Your credit with him is often the best part of your capital.

When margins are narrow success is more often won by reducing the cost of doing business. Study this part of your business more.

Wheat buyers in the West are reminded that while there is "no end" of wheat out there, it is very bad form for any one man to try to handle it all.

The privilege business at Minneapolis and Milwaukee is petering out under the operation of the bucket-shop, or double, tax on puts and calls transactions.

The first car of new No. 2 red winter wheat arrived at the Chicago market July 1, from Pike County, Ill. It was of fine quality and weighed 62 pounds to the bushel.

The grain shovelers at some of the Down East ports are striking freely, but as grain has not been rushing eastward very freely of late the trade has been in no way inconvenienced.

The millers' mutual fire insurance companies insure elevator risks. If board rates are too high for you, try the mutuals now in working order. It is not necessary to wait to form new companies.

The Montreal Harbor Board has so far progressed with the building of those elevators as to hear a report on the comparative merits of wooden or steel elevators. Life seems to be as long as art on the royal mount.

The Chicago Board of Trade directors have again turned down the petition to make No. 3 white oats deliverable on contracts. The only parties seriously anxious for this change of rule were New York speculators, while all cash traders were against it, as they always have been.

The Canadians may be slow about building elevators, but they are not a bit subsequent in filling the jobs, all right. For example, when a candidate for a good inspectorship failed on his examination the appointment was held up until he was given another chance, notwithstanding other candidates who had passed the

exam. were in waiting for the job. It sounds just as though it were across the line—in Minnesota, for an instance.

The Minneapolis Chamber of Commerce has refused membership to a woman. The business of a board of trade man seems to be the only one now closed to women. Still, even board of trade men are beginning to affect the shirt-waist.

President W. A. McCaffrey of the Pittsburg Grain and Flour Exchange is the youngest man who ever occupied that chair. Mr. McCaffrey is a member of the firm of Daniel McCaffrey's Sons, one of the best known firms in the Ohio Valley, and is credited with being a typical Pittsburg Eli.

Grain men of Indiana are largely interested in the subject of mutual insurance. While it is true that rates of the line companies are excessive, with unsatisfactory settlements in case of losses, yet the formation of a mutual insurance company for grain has seemed thus far difficult of achievement. The trade in that state wants an organizer who will devise a plan and give them a safe insurance on a reasonable basis.

The revised edition of the Illinois law for the protection of elevator certificates went into effect on July 1. It requires what the old law required and what has been done since the Lloyd J. Smith episode: the cancellation of the receipts before the grain is removed from the elevator. It used to be said that this could not be done, until it was discovered that it paid not to do it; since then it has been done and no one is inconvenienced.

By one of those inexplicable blunders that sometimes happen in the best-regulated offices, the excellent paper on the "Landlord's Lien" in Iowa, published in the last number of the "American Elevator and Grain Trade," was credited to N. S. Beale of Tama. Now, no doubt Mr. Beal, who is an acute observer and a good thinker, might do as well, but the fact is the article was written by Mr. W. C. Bayles of Mt. Pleasant, who should receive the credit therefor.

An Iowa court has held that elevators owned by a railroad corporation and used exclusively for storing or taking in grain for shipment are not subject to local assessment and taxation, but are taxable only as part of the railway property. This conforms to the principle as enunciated by some other states (New Jersey quite recently), as does also the Iowa court's exception that elevators used by tenants for storing grain for hire, grinding feed, etc., are subject to local taxation.

Zahm's Red Letter for July 2 compliments the grain dealers' associations as "a good thing" of which "every regular grain dealer should become a member." But it adds that of all the annual meetings this year the attendance at the Ohio meeting was the poorest. That may be, although Ohio is in the front rank of grain producing states. Perhaps the officers do their work there so well the dealers don't really appreciate a good thing. It often happens that a man never goes to a fire until his own house is ablaze. When things get too awfully bad in

Ohio for the Buckeyes to stand any longer, they'll go to the association meetings.

It is said that in the twenty-two years' history of the Ohio Grain Dealers' Association H. S. Grimes of Portsmouth, reelected president last month, is the first man to succeed himself in that office. But then Mr. Grimes is an exceptional man.

The Abilene, Kan., prophet who backed his prediction of a wheat failure by selling his crop at \$1.25 per acre and doing the harvesting, is said to have netted a loss of about \$500. The prophet, one Andrew Kropff, has become wealthy by following his own judgment; but he complains that this time Satan got his work in and the Lord has punished him for talking too much. It's a great pity some other prophets can't be persuaded in somewhat the same way.

It seems to be the privilege of the Treasury Department to wind itself up in red tape galore, to the infinite amusement of less solemn people not entangled in the tape, but the quantity of red tape surrounding the redemption of unused revenue stamps would appear to be quite unparalleled, even for the Treasury. Fortunately, the banks as a rule relieve their customers of this petty nuisance, for which the latter should be profoundly grateful, now that the end of the check tax has come.

The author of the Pope & Eckhardt Company's daily letter to the trade has a habit of occasionally puncturing a grain trade fallacy in the most unceremonious fashion. Speaking recently of the watering of the capital stock of the "industrials," he said: "The extra issues of lithographs absorbed by the public recently would pay for all the wheat raised in the United States in the past five years. Nobody really needs the 'certificates,' while all the world wants the wheat; but Wall street is too smart to curse its 'community of interests' by trading in futures."

The Toledo market has been represented at nearly all the grain conventions of the central states this spring and summer by its chief grain inspector, Edward H. Culver. Mr. Culver has made it his duty to meet many of the grain dealers personally and has also explained Toledo's inspection and weighing methods during the business sessions, answering all questions that arose regarding that market. As a result Toledo is enjoying a confidence of grain dealers that could not exist were not subjects to which all are interested discussed so openly and candidly.

The Alton, Ill., millers have withdrawn from the competition for local wheat and the new farmers' company at Bethalto, which bought the millers' elevator, seems to be the whole thing there now. Local papers prophesy a "quiet but determined fight." Upon whom? As the millers are using more Kansas than Illinois wheat the local farmers should have a fair field to see just what they can do marketing their own stuff. It is to be hoped they will embrace the opportunity. Nothing so takes the conceit out of a fellow as to be given a fair chance to put his theories into practice, as these farmers, who have been the beneficiaries in the past of the millers'

anxiety to get their wheat, may discover now the latter are virtually out of the market.

The ruling of the Commissioner of Internal Revenue that both the local broker who sends an order for a stock purchase and the broker who executes the order on the floor shall pay the tax on sales is to be contested in the courts. The contention is that the orders to purchase are merely notices of such intention and are outside the law. The same ruling has been made with reference to similar transactions in grain, and with the narrowing of the spread caused by such double taxation there has been a notable decline in "future" orders since April last.

All grain must go through the "sweat" in the stack or in the bin. The former is preferable. Although the process has not yet been scientifically explained, it is a natural one that improves the grain. Experts say, also, that the grain should not be disturbed during the process. It should, however, be borne in mind that the difference between sweating and fermentation is sometimes difficult to distinguish, but should be recognized nevertheless. For a phenomenon so familiar, the absence of accurate knowledge of the cause of sweat is quite remarkable.

The proposed creation of an inspections appeal board at Chicago, by means of which more of the complaints would, it was hoped, be treated in a less summary manner than the department is apt to handle them, has been at least temporarily blocked by the fact that the state law does not permit any receiver or shipper of grain to act on such a body. If seven competent and high-grade men not in active business can be found, an effort will be made to create the board, which is expected to act as a buffer between the general trade and the elevator interests. It is to be hoped the movement will finally succeed.

Gov. Odell has put on his summer program a personal inspection of the Erie Canal. Although the governor has been classed among the "enemies" of the canal, his recommendations to the late Legislature were considered sound by all except those who cultivated visions of lake leviathans plodding at a three-mile gait toward New York in preference to transferring cargoes at Buffalo. In which the governor was wiser than the legislators who kicked into the waste-basket his recommendations for an enlarged canal at a reasonable expense, and were rewarded by the effusive smiles of Hon. Chauncey Depew and his employer, the New York Central Railroad.

The ruling of the railroad commissioners of Minnesota that the decision of the appeal board at either Duluth or Minneapolis on an inspection appeal shall not be revised at the other terminal has developed a situation. Just at present the Minneapolis inspection of wheat is thought to be more lenient than that of Duluth, with obvious results. The original idea was that each appeal board should be supreme in its own market; but since the ruling that either market can inspect for the other, and as "inspection of grain is not an exact science" (there it goes again), the lot of the holder of receipts for contract grain is not a happy one. No one,

indeed, seems to be really good-natured under the circumstances, now that the weakness of the system is made apparent.

The assessors in Superior, Wis., have decided to assess for taxation the grain found in the public elevators of that city to the elevator owners, without reference to the real ownership thereof. In some states it is necessary to make the tax only out of the property assessed. In such cases it is sometimes difficult to collect the tax on grain that has gone into some European's stomach months before the tax assessor is due for his levy on it. It may be different in Wisconsin.

The grain dealers of Northwestern Ohio and Northeastern Indiana just before harvest posted notices calling the farmers' attention to the extra value of dry, sound, clean wheat, free from rye and other mixtures. This is laudable advertising of a patent fact. But to make the information practically useful, the dealers should now follow it up by docking for damp, unsound and uncleaned grain brought to them and for the rye, etc., mixed with the wheat. Striking at his pocketbook is the best of all of a farmer's teachers.

The anti-corner plan proposed in Illinois and under discussion in the New York Produce Exchange of a rule requiring the acceptance of off-grade stuff on contracts at a difference, say, of 10 per cent more or less, certainly would have the virtue of heading off "corners;" but it is open to the objection that it would encourage tenders of off-grade stuff. It is contended that a contract should be literally lived up to just as the courts literally construe it. And this is logical if not entirely convincing to those interested.

In speaking in these columns last month of the Industrial Commission's report on "Distribution of Farm Products," regret was expressed (p. 565) that no appropriation was available to circulate the report among farmers. In this we find we were in error, being since informed by Mr. John F. Crowell, who prepared the report, that it was ordered printed for the purpose of circulating the information it contains to the widest extent. Copies may therefore be obtained by our readers on application to their representatives in Congress, each of whom has been provided with copies for supplying his constituents.

The Kansas Farmer says the "American Elevator and Grain Trade" doesn't like co-operation by farmers. The Farmer is inclined to be disingenuous, for that is not what this paper said. It only suggested that it did not believe co-operation would succeed. It takes money to run a grain business in the country and still more to run a commission business in a terminal market, and when the Farmer advises its readers in all parts of that state to trade with a co-operative company, which, having a capital of only \$20,000, is more top-heavy with name than cash, it is advising them to rely on a reed that is pretty sure to break, to their discomfiture. A sensible paper, as the Kansas Farmer usually seems to be, ought not to go daft simply because certain queer farmers pump hot air into its sensitive ear.

IN THE COURTS

Adolph Keitel & Co., malt brokers of Chicago, have dismissed their suits for commissions brought against the Wisconsin Malt & Grain Company of Appleton.

McCarthy Bros. & Co. of Duluth have sued the American Linseed Company for \$700, alleging failure of the latter company to deliver to them 2,000 bushels of Argentine flaxseed valued at \$2 per bushel. McCarthy Bros. & Co. expected to sell the seed to farmers, and sue for their profits.

The Great Western Elevator Co., recently brought suit at Fargo, N. D., against W. H. White. The two companies had employed one Wm. Clements as agent. He suicided and left a shortage. The books showed the amount to be that on the elevator account and the action was to equalize the loss. The jury found for the defendant.

W. J. Roller of Newman, Ill., sued the Continental Insurance Company, to collect \$1,200 insurance on his elevator. He made a contract with the company's agent to write the insurance at an agreed rate, but before the agent wrote the policy the elevator burned. The lower court held that the agreement constituted a contract binding the insurance company in spite of the fact that the policy had not formally been issued.

Mrs. Emma Bendinger of Cincinnati, who sued the Central Stock & Grain Company of Chicago to recover moneys lost by her brother-in-law to the company in stock speculations, won her case for the second time on June 25, when the United States Circuit Court of Appeals sustained Judge Kohlsaat's judgment in her favor for \$6,204. The Court of Appeals, however, added to the judgment the sum of \$1,438 which Judge Kohlsaat had disallowed.

The Illinois Supreme Court has sustained the judgment of the lower courts in favor of Joseph Leiter in the attachment suit brought against him by Murry Nelson & Co. of Chicago. Leiter had made a conveyance of property valued at \$200,000 to secure the Illinois Trust and Savings Bank, to which he had become heavily indebted. The court holds that a debtor, even when in straits, may make provision for favoring certain of his creditors, providing that he does so in good faith and free from fraud.

James T. Mulhall, who possesses the name, at least, of a man more or less notorious as a swindler, has been arrested at Denver by the government and is charged with using the mails to defraud. It is charged that he bought the grain and produce business of Ira Merebant, a man of good reputation, which he conducted until the latter part of January, 1900, when he disappeared, and within a fortnight scores of complaints began to be made. It is believed by the government authorities that Mulhall secured consignments of grain and flour to the value of several thousand dollars and disposed of the goods, pocketing the proceeds.

The United States Circuit Court of Appeals at Chicago has ordered a new trial in the case of Simeon F. Leonard against the Orient Insurance Company of Hartford. Leonard sued to recover \$6,000 of insurance on a stock of seeds in Lake street, Chicago. The companies resisted on the allegation that the seeds were in a building that fell as the result of an explosion. The court in reversing the judgment of the lower court said in part that, "The fact that the explosion occurred outside the building in which the insured goods were kept cannot affect the liability of the insurer, if otherwise liable, for the loss by fire which immediately followed. If there had been no fall of the building or of any part of it, and the flame attending or ensuing upon the explosion had reached the insured goods through an open door or window, liability under the policy for the loss would be beyond dispute. The language of the contract is clear that if any part of the building shall fall, except as the result of fire, all insurance on building or contents shall immediately cease."

Trade Notes

The Joseph Dixon Crncible Co., Jersey City, N. J., sent out a bunch of calendar blotters for a July trade reminder.

C. D. Holbrook & Co. of Minneapolis recently ordered a carload of Evans Patent Wagon Dumps to supply their country elevator customers.

The Seckner Company, Chicago, has been incorporated with a capital stock of \$50,000 by C. M. Seckner, George L. Port and Donald McGilvray.

Stephens, Adamson & Co., Aurora, Ill., have just issued an 80-page catalog of their power transmitting machinery. They hope to receive a request for a copy from every user of such appliances.

E. J. Winsor of Owatonna, Minn., has invented a machine which, it is claimed, will make a perfect separation of seven different kinds of grain and seeds at one time, and that it will discriminate between any grain that grows.

The Savage & Love Company of Rockford, Ill., in addition to a business this year, in sales of their Controllable Wagon Dump, largely in excess of any other season, have been equipping elevators in their immediate territory with elevator outfits.

The story of the scale equipment of the Great Northern Elevator at West Superior, appearing elsewhere in this issue, should prove interesting reading to all who are interested in accurate weighing, and that should mean every grain man.

Johnson & Field Manufacturing Company, Racine, Wis., report having sold recently quite a number of their single and double dustless separators. They are at present working on an order for 15 of their warehouse mills. Parties contemplating buying separators should ask them for prices and terms.

A Hess Pneumatic Drier, with fire heat, will be used for parching oats in the new mill now being erected at Morris, Ill., by W. G. Norton and Conrad Ellerding. The Hess Warming & Ventilating Company claim for this machine quicker and more uniform work than can be had with other methods and at less cost.

The Racine Hardware Company of Racine, Wis., have been having such a demand for larger sized engines that they now build them from 2 up to 10 horsepower. The company is also building a line of automatic steam engines especially adapted to operating electrical generators, both direct connected and belted. The engines are largely used for generating electrical currents in grain elevators and flour mills.

In writing up the elevator plant of the Wheeler Grain & Coal Company at Laurens, Iowa, last month, we did not know the builder's name, and therefore omitted to give credit to the Younglove & Boggess Company of Mason City, Iowa. In addition to this one, they built three others for the company last year after the same plan. They originally made this plan for Wilson & Dewolf, for whom they built four elevators.

The Eureka Works at Silver Creek, N. Y., are again to be enlarged and thoroughly modernized. The S. Howes Company, in a recent communication, stated: "Notwithstanding the many improvements we made in our works last year, we find it absolutely necessary to build another addition to the machine shop. This will be in the shape of a new foundry. Plans have been approved and we shall start work at once on its erection. As can be expected, everything will be up-to-date from cupola to moulding machines. We have closed contracts for a batch of very fine machine tools. Two large Streit Pulley Turning Machines, two 36-inch Streit Pinley Boring Mills, one 21-foot and one 15-foot Bradford Shafting Lathe, one Lodge & Shipley Turret Lathe and a Garvin Milling Machine. These, together with the fine tools installed last year, will make our works one of the most modern in the Eastern states, enabling us to turn out an enormous amount of work in a

minimum of time. This is one of the few shops where the rough material comes in at one end and the boxed machines go out at the other. We have just finished giving the exterior a fresh coat of paint; it makes things look decidedly brighter."

The E. L. Gates Manufacturing Company of Chicago, Ill., have been selling very many of the Columbia Gas and Gasoline Engines to the elevator trade thus far, during the spring and summer months. The engine is specially adapted to this class of work, and users have found it to possess all the advantageous points claimed for it.

The Dodge Mfg. Co., Mishawaka, Ind., are sending out a mailing card with a unique puzzle, which will particularly interest those of a mechanical turn of mind. The card also contains this advice: "Don't go around with a puzzled look on your countenance when you are in need of power transmitting machinery. Drop us a line; tell us your transmission troubles, open your heart, pour forth your 'tale of woe.' We have a sympathetic ear and a large engineering force ever ready to administer to your relief."

The Invincible Grain Cleaner Company of Silver Creek, N. Y., have opened a branch office at 37 and 38 Seething Lane, London, Eng. Their foreign trade is assuming such proportions as compels them to arrange to take care of it in a better and prompter manner than can be done from the home office, and in consequence this office has been opened. Situated across the street from one entrance to the Corn Exchange, it affords a convenient location for millers to drop in, and they are always assured of a cordial welcome, whether coming in to investigate, buy or visit. The European business has been placed under the management of Mr. Edward W. Irwin, with headquarters at the above address, and his long experience of twenty years in the furnishing trade among the British and Continental millers and grain dealers places him in a position to know exactly what is needed. The company, as well as Mr. Irwin, extend a cordial invitation to all millers, whether American or foreign, when in London, to make their headquarters in the offices in Seething Lane, where Mr. Irwin will be found ready to do all in his power to make their visit pleasant and agreeable.

AGRICULTURAL EXPERIMENTS.

The first annual conference between the workers of the Illinois Agricultural Experiment Station and the representatives of the various agricultural organizations in Illinois was held at Champaign on June 17 and 18. The session of June 17, held in the evening, was a general meeting of all the committees and station workers devoted to a discussion of the more general questions that lie at the basis of what is not only new work but in many respects a radical departure in agricultural investigation. The circumstances of the meeting and the personnel of the gathering were significant and were deeply impressive upon those who were so fortunate as to be present.

This conference, it will be remembered by members of the Illinois Grain Dealers' Association, was held for the purpose of outlining a plan for the expenditure of \$10,000 annually appropriated for 1901 and 1902 by the Illinois Legislature for agricultural experimentation in Illinois outside the limits of the station at Champaign. A large part of the experiments is to be made by interested farmers on their own farms in various parts of the state, so that the results will fit the local conditions and be of real practical value to the respective neighborhoods and sections of the state. These may be scattered upon more than 100 farms and take in most of the typical conditions as to soil, climate, etc.

On Tuesday the various committees drew up schedules for the line of work proposed. These lines include studies of soils, of corn work, of stock-breeding, of the dairy and of horticulture. In view of the remarks made touching the meeting at the late convention of the Illinois Grain Dealers' Association at Decatur, the schedule on corn work will be of

most interest to the readers. The outline of this is given by the Bloomington Pantagraph as follows:

Corn committee present: F. A. Warner of Sibley and J. H. Coolidge of Galesburg, representing the Illinois Seed Corn Breeders' Association; E. E. Chester of Champaign and C. A. Rowe of Jacksonville, from Illinois Corn Growers' Association; H. C. Mowry of Forsythe, from Illinois Grain Dealers' Association. Work outlined:

Continuation of investigation of chemical composition of corn very important.

1--Selecting and testing of seed corn: (a) Corn judging; (b) germination and vitality; (c) test of seed corn for corn breeders.

2--Growing of corn: (a) Varieties; (b) preparation of seed bed; (c) methods of planting; (d) methods of cultivation; (e) harvesting (corn harvester); (f) rotation experiments in special reference to a long term of years; (g) further investigation with reference to insects injurious to corn; (h) studying diseases of corn.

3--Storing and marketing of corn: (a) Shrinkage; (b) preservation of seed; (c) consumption of corn.

The farm uses and manufacturing uses of corn to be investigated, the latter for the purposes of starch, glucose, liquors, flour, hominy, etc.

There are to be experiments at the station and experiments in different sections of the state by the experiment station, and co-operation with the corn growers. To be experiments to do away with suckering and barren stalks; to show effect of hilling and drilling, distance of rows apart, etc.

The corn committee asked the stock feeding committee to concur in asking the station to conduct experiments in the feeding value of corn high and low in protein, oil, starch, etc., and the latter committee adopted the resolution.

No attempt was made by the conference or the committees to name individual farmers or exact neighborhoods where the outside experiments are to be conducted. The director and his corps of agricultural instructors are to work out the details largely. The funds will be available after July 1. Some experiments will be conducted this year and more next year. Dean Davenport concurs in these recommendations, and their ratification by the university board of trustees is a formal matter.

The bulletin of the station referring to the conference says: "Everyone went away feeling not only that it was good to be together, but that a new day had opened for the development of Illinois agriculture and that never before had the farmer and the college and station men come quite so close together."

CORN IN OREGON.

Corn is not a crop that figures in the agricultural statistics of Western Oregon. Farmers there have become wedded to the idea, which is not far from correct, that the cool nights of the Coast are not favorable to this cereal, which ordinarily has not fully matured there before the fall rains have come to prevent proper curing of the grain. There are, nevertheless, some corn growers in Oregon, notably Judge T. J. Davidson of Salem, who has grown more or less corn for thirty years, which he feeds to his cattle, hogs and chickens. He started with a cross of New England Early White and the Hackleberry, and by careful selection of seed and early planting has with good cultivation grown crops of 100 to 160 bushels per acre, which he harvests early in September before the rains set in.

While it is not expected that Oregon will ever become a corn state, the Southern Pacific Railway's crop expert, now talking diversified farming in the state, is in hopes of attracting enough attention to corn to make it more conspicuous in the crop records of the state than it has been in the past, if only for its local value as feed.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending July 6, as compared with same weeks last year, have been as follows:

Articles.	For week ending July 6. July 7.		For week ending June 29. June 30.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,911,000	782,000	3,238,000	1,595,000
Corn, bushels.....	1,841,000	2,865,000	3,312,000	4,283,000
Oats, bushels.....	635,000	909,000	746,000	1,017,000
Rye, bushels.....	22,000	66,000	76,000	81,000
Barley, bushels.....	1,000	116,000	44,000	264,000
Flour, barrels.....	247,400	325 100	403,000	261,200

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending July 12 has been as follows:

June.	NO. 2* R.W.WHT.		NO. 1 NO.* SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	70	71	70	71	42	42	28½	28½	.....	.....	171	171
13.....	69½	70½	69½	70½	41½	41½	28	28	.....	.....	171	171
14.....	69½	70½	69½	70½	41½	41½	28	28	.....	.....	171	171
15.....	68½	70½	68½	70½	41½	41½	28	28	.....	.....	173	173
16.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.....	69½	70½	69½	70½	42½	42½	28	28	.....	.....	173½	173½
18.....	69½	70½	69½	70½	43	43	28½	28½	.....	.....	178	178
19.....	69½	70½	69½	70½	43	43	28½	28½	19½	51	.....	.....
20.....	68½	68½	68½	68½	43½	43½	28½	28½	.....	.....	183	183
21.....	66½	66½	66½	66½	43	43	28½	28½	.....	.....	.....	.....
22.....	66	65	66	67	42½	42½	28½	28½	18½	51	.....	.....
23.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.....	66	67½	66	67	43	43	28½	28½	19	49	.....	.....
25.....	35½	66½	65½	66½	43½	43½	27½	28	48½	48½	188	188
26.....	65½	66½	65½	66½	43	43	28	28	.....	.....	.....	.....
27.....	67	67½	66½	67½	43	43	28½	28½	.....	.....	.....	.....
28.....	68	68	66½	68	43½	43½	28½	28½	.....	.....	188	188
29.....	65½	66	65½	66	43½	43½	28½	28½	19	49	.....	.....
30.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.....	64½	66	64½	66	44½	44½	29½	29½	.....	.....	188	188
2.....	64½	65½	64	64½	43½	43½	28½	29	.....	.....	188	188
3.....	64½	65½	64½	65½	43½	43½	28½	29	.....	.....	.....	.....
4.....	65½	66½	64½	65½	45	45	29	29½	50	50	188	188
5.....	65	64½	64½	64½	45½	45½	28½	28½	49½	49½	188	188
6.....	63½	64	63½	64	46½	46½	30½	30½	19½	49½	188	188
7.....	63½	63½	63½	63½	46½	46½	30½	30½	.....	.....	188	188
8.....	63½	63½	63½	63½	47½	47½	31½	31½	.....	.....	.....	.....
9.....	64½	64½	64½	64½	49½	49½	32½	32½	50½	50½	.....	.....
10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Nominal price. † Holiday.

During the week ending June 14, Prime Contract Timothy Seed sold at \$3.65@3.70 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.85 @1.05; German Millet at \$0.65@1.00; buckwheat at \$0.60@1.20 per 100 pounds.

During the week ending June 21, Prime Contract Timothy Seed sold at \$3.75@4.25 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.85 @1.05; German Millet at \$0.65@1.00; buckwheat at \$0.80@1.20 per 100 pounds.

During the week ending June 28, Prime Contract Timothy Seed sold at \$3.95@4.20 per cental; Prime Contract Clover Seed at \$9.50; Hungarian at \$0.85@1.05; German Millet at \$0.65@0.90; buckwheat at \$0.90@1.20 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 23 months ending with June as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1900-01.	'99-1900.	1900-01.	'99-1900.
August.....	1,125,750	624,375	749,135	670,392
September.....	764,250	1,231,875	522,880	775,135
October.....	931,500	1,163,814	538,664	348,149
November.....	746,384	1,068,698	490,505	555,308
December.....	474,000	812,875	108,068	494,339
January.....	334,500	174,000	69,950	233,423
February.....	255,750	259,500	119,667	110,605
March.....	306,000	339,750	196,913	221,255
April.....	234,750	198,750	140,500	90,953
May.....	236,250	206,250	134,753	204,890
June.....	135,750	16,500	105,342	16,668
July.....	.....	20,000	.....	53,361
Total bushels.....	5,547,884	6,297,382	3,174,407	3,773,908

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the fifty-two weeks ending July 1, for the last two years, according to the Cincinnati Price Current, were as follows:

	1900-01.	1899-1900.
St. Louis.....	22,620,000	9,783,000
Toledo.....	8,564,000	11,067,000
Detroit.....	2,568,000	2,909,000
Cincinnati.....	38,447,000	17,566,000
Winter.....	72,201,000	41,325,000
Chicago.....	46,279,000	26,155,000
Milwaukee.....	9,961,000	11,040,000
Minneapolis.....	79,603,000	86,451,000
Duluth.....	18,840,000	57,202,000
Spring.....	154,683,000	180,818,000
Total bus., 52 weeks.....	226,884,000	222,173,000

Toledo has been handling a large amount of salvage grain of late. The last lot handled was 70,000 bushels from the Pabst brewery fire at Milwaukee.

Nine employees of the state weighmaster's office in Minneapolis were honorably discharged on June 29 to make way for eleven new employees in sympathy with the new administration. Other changes are expected on July 15 and August 1.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of June, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	991,546	349,574	1,457,858	240,552
Corn, bushels.....	3,654,618	3,736,219	2,380,314	3,655,208
Oats, bushels.....	406,732	1,155,207	10,000	811,366
Barley, bushels.....	.....	.....	.....	.....
Rye, bushels.....	33,381	7,119	.....	26,228
Timothy Seed, bushels.....	.....	991	.....	.....
Clover Seed, bushels.....	.....	1,145	.....	1,031
Hay, tons.....	5,101	5,091	1,530	2,041
Flour, bbls.....	361,224	282,238	347,544	302,163

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	2,501,795	1,091,109	2,295,970	1,471,852
Corn, bushels.....	1,479,419	592,170	1,148,763	1,309,055
Oats, bushels.....	592,958	1,136,443	327,850	705,145
Barley, bushels.....	3,607	2,810	.....	.....
Rye, bushels.....	38,910	.....	38,037	.....
Flax Seed, bushels.....	.....	.....	.....	.....
Hay, tons.....	13,100	17,920	18,821	26,954
Flour, barrels.....	141,051	232,822	131,854	91,686

BUFFALO—Receipts by lake and shipments by canal, as reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	4,276,661	3,701,418	1,963,765	1,768,244
Corn, bushels.....	6,079,037	7,552,004	794,158	1,422,320
Oats, bushels.....	2,398,950	3,658,600	1,456,508	776,899
Barley, bushels.....	2,000	450,800	94,857	395,122
Rye, bushels.....	139,000	221,918	215,361	240,591
Grass Seed, bu.....	10,700	6,200	.....	.....
Flaxseed, bushels.....	377,843	259,345	.....	.....
Hay, tons.....	2,696,204	1,258,166	.....	.....
Flour, barrels.....	.....	.....	.....	.....

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	2,737,278	2,208,513	4,153,466	910,461
Corn, bushels.....	7,936,228	15,064,094	8,577,461	12,287,189
Oats, bushels.....	7,816,921	9,571,533	7,022,097	6,830,523
Barley, bushels.....	253,375	474,200	59,744	134,191
Rye, bushels.....	109,204	119,771	54,794	156,825
Timothy Seed, lb.....	475,090	541,300	188,387	827,321
Clover Seed, lb.....	34,660	6,580	64,969	64,732
Other Grass Seed, lb.....	1,058,987	1,152,393	1,074,492	1,082,701
Flaxseed, bushels.....	209,821	26,010	54,562	157,008
Broom Corn, lb.....	2,306,400	269,000	1,867,280	232,407
Hay, tons.....	13,633	13,108	605	318
Flour, barrels.....	604,582	444,249	393,668	277,828

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	57,853	34,323	64,761	27,598
Corn, bushels.....	465,982	466,536	361,458	196,658
Oats, bushels.....	350,840	235,915	212,038	37,014
Barley, bushels.....	12,537	2	.....	1,134
Rye, bushels.....	17,320	7,847	10,908	3,104
Timothy Seed, bags.....	5	.....	97	228
Clover Seed, bags.....	313	5	455	207
Other Grass Seeds, bags.....	4,982	6,807	4,801	4,559
Hay, tons.....	9,205	5,794	5,047	2,337
Flour, barrels.....	190,580	288,316	151,876	262,478

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	177,246	158,064	31,498	253,201
Corn, bushels.....	590,437	870,810	463,144	658,816
Oats, bushels.....	733,736	893,942	550,216	269,751
Barley, bushels.....	.....	.....	1,042	73,100
Rye, bushels.....	.....	.....	.....	4,962
Flaxseed, bushels.....	.....	.....	.....	.....
Hay, tons.....	3,599	16,165	153	1,792
Flour, barrels.....	46,530	56,830	17,930	29,720

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	156,222	189,530	60,102	33,318
Corn, bushels.....	136,832	180,814	53,926	128,835
Oats, bushels.....	207,060	198,933	2,378	13,570
Barley, bushels.....	37,692	39,792	.....	1,556
Rye, bushels.....	4,360	10,555	3,809	714
Hay, tons.....	.....	.....	.....	.....
Flour, barrels.....	31,600	28,400	23,400	15,500

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,702,102	3,898,444	2,974,936	3,010,919
Corn, bushels.....	188,043	331,514	938,274	1,129,008
Oats, bushels.....	152,381	195,910	163,913	129,546
Barley, bushels.....	.....	16,002	2,081	20,000
Rye, bushels.....	43,815	17,130	151,682	25,013
Flaxseed, bushels.....	41,168	164,039	87,459	198,215
Flour, barrels.....	630,000	256,695	768,630	726,030
Flour production, bbls.....	.....	.....	.....	.....

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	523,403	808,494
Corn, bushels.....	80,088

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

Grand Trunk Elevator No. 3, formerly the New England, after six months of idleness, still remains closed down.

C. S. Odell, superintendent of Peavey Elevators A and B at South Chicago, is taking a well-earned vacation. He is making a tour of the Western States and at the same time visiting many Peavey elevators.

The Chicago & Danville Elevator, operated by Carrington, Hannah & Co., has done but little work during the past two months, but with the arrival of the new crop, it is expected that it will be worked to its full capacity.

The South Chicago Elevator Co.'s Elevators C and D and C Annex are receiving a new coat of red paint on all outside iron work, including loading spouts, marine leg, dust collectors and iron roofs of power plants. Elevator D has recently had its boilers overhauled and new flues put in.

J. Murphy's Oxford Elevator at South Chicago, operated by E. A. Lord & Son, recently installed an Eureka Oat Clipper of large capacity. The employees have fenced in a vacant tract of land east of the elevator and converted it into a vegetable garden. They will share equally in the products of the same.

The Calumet Elevator Co. has installed a Monitor Cleaning Machine of large capacity in its Elevator A at South Chicago. Elevators B and C have received a new coat of paint of a deep carmine hue. On June 17 the steamer Iowa was loaded with 65,000 bushels of corn and the Susquehanna with 125,000 bushels, both bound for Buffalo.

The Lake Shore Transfer Elevator, operated by Churchill & Co., was closed down for 10 days prior to July 4, to give the plant a general overhauling. All spouts, hoppers and scales were relined with metal. An Eureka Oat Clipper was removed, reducing the number of machines to three. This was done owing to the power being inadequate to run the plant full blast.

W. H. Merritt & Co.'s Elevator A, at South Chicago, has recently been generally overhauled and repaired. The exterior of the building received a new coat of black paint. All spouts, hoppers and legs have been relined with metal. The dynamo of 160-light capacity has received a new armature. Scarcity of cars has recently greatly delayed the work of the elevator. Its storage capacity of 600,000 bushels was fully employed.

Chicago & Grand Trunk Elevator No. 2 has received some important repairs in its power plant. The boilers have been reset, first receiving new water tubes. This house has been kept running the entire season, while Transfer Elevator No. 1 has been inactive for three months or more. These houses are operated by Rogers, Bacon & Co. J. J. Daly has succeeded Ed O'Rourke as superintendent here. He was formerly in charge of the transfer elevator at Champaign, recently sold to the Cleveland Grain Co.

J. F. Kendall has been succeeded as superintendent of McReynolds Elevator A at South Chicago by Paul J. Blum, who is familiar with the house, having been employed there during the past year. The 1,500,000 bushels' storage capacity of this house has been almost completely utilized during the past month. Mr. Kendall's successor at Elevator B is C. D. Hulverson, who for a long period was foreman of this plant and is, therefore, thoroughly conversant with all its details. This million-bushel house is located at South Wood and Fifteenth streets.

Various improvements have been made at the Fitchburg Elevator, owned by the E. J. Lehman estate, and operated by the Williams Grain Co. A new main line shaft has been installed and the stair and belt tower between bins cut-off on the first floor with 2-inch planks. This complies with the request of fire underwriters and incidentally lowers the rate of insurance 25 cents per \$100. The fire-fighting apparatus has been overhauled and additions made in the way of fire axes and No. 2 Miller Chemical Extinguishers. The capacity of this house is 100,000 bushels.

Rogers, Bacon & Co. have leased the Wabash Elevator for a term of six years and will take possession about July 15. In the meantime the plant is being thoroughly overhauled at an expense of about \$40,000. Hoppers, scales, garners and spouts are being relined with metal. New pulleys, belting and shafting are being put in. The tracks have been lowered some 12 inches to admit larger sized cars. The dock has been entirely rebuilt. All fire protection apparatus is being renewed. The engine

has been repaired and three new Mohr Tubular Boilers, 16 feet by 72 inches, installed. The storage capacity of this elevator is 1,500,000 bushels. Ed O'Rourke, formerly of Grand Trunk Elevators Nos. 1 and 2, is the superintendent.

The Calumet Grain & Elevator Co.'s Elevators A, B and C, at Ninety-sixth street and the Calumet River, South Chicago, are receiving a number of improvements. A and B houses are to be iron-clad, and the shingle roofs replaced with metal. Contracts have been let for placing iron fire escapes on the outside of all buildings. The elevator legs have been equipped with automatic safety cut-off and alarm machines, for preventing chokes. All bins and hoppers are being metal lined. This plant has recently been very busy, running days, nights and Sundays. On June 15 the steamer Topeka was loaded with 72,000 bushels of corn, on the 16th the steamer Montague with 50,000 bushels of wheat. On the 17th over 500 cars of grain were on the tracks, waiting to be unloaded. The combined storage capacity of this plant is 540,000 bushels.

H. Mueller & Co.'s elevator at Stewart avenue and Fifty-sixth street, after the busiest season ever experienced, is undergoing a thorough overhauling. Among the improvements added are a new Cyclone Dust Collector, new and larger pulleys, bearings, sheaves, shafting and spouting. All hoppers, scales, garners, spouts and chutes are being relined with metal. One new elevator belt and two new drive belts are being installed. The engine is being repaired. The hay and feed business, which occupies extensive quarters in the new addition, is to be discontinued August 1 and the space utilized for additional bins, thus increasing the storage plant, which is already 400,000 bushels. The equipment includes 1 Invincible Barley Scurer, 2 Monitor Separators, 2 Barnard & Leas Oat Clippers, 8 elevator legs, 4 Cyclone Dust Collectors, a 150-horsepower Corliss Engine, 2 Mohr Boilers, each of 50-horsepower capacity. Grinding is no longer done on the Kaestner Feed Mill. The plant is a model one of its class. Geo. Barnes is the superintendent.

Requa Bros.' elevator at Forty-fourth street and the Wabash Railroad, has undergone extensive repairs, preparatory to the arrival of the new crop. The exterior has been repainted a dark red and a new metal smokestack put up, which extends 5 feet above the cupola roof. A new exhaust head has also been installed, new backs put on the boilers and the bridges under them rebuilt. Additional supporting timbers have been placed under the bins. This house has 24 cribbed bins, 12x12 feet, with a total capacity of 125,000 bushels. Its equipment also includes 4 Cyclone Dust Collectors, 2 Eureka Oat Clippers, 1 Monitor and 1 Morgan Separator, 2 belt conveyors. The boiler house contains 2 tubular boilers of 80-horsepower capacity each, 1 combined fire and boiler pump, water heater and injector. In the engine room is 1 Bates Horizontal Engine of 150-horsepower capacity, 1 Excelsior Dynamo of 50-light capacity, and a standard switchboard. A watchman has charge of the plant nights and Sundays and reports on an American Watchman's Time Detector Clock with six stations. For fire protection there is a standpipe and hose and Miller's Chemical Fire Extinguishers are distributed throughout the plant. W. W. Fry is superintendent.

ILLINOIS.

A new elevator is being built at Davis Junction, Ill.

T. H. Wheeler has completed his new elevator at Odell, Ill.

Baer & Cahill will build a large corn elevator at Arthur, Ill.

John McNeil will add another dump to his elevator at Erie, Ill.

Bartlett, Frazier & Co. have sold their elevator interests at Ransom, Ill.

Andrew Drohen will at once build a 60,000-bushel elevator at Danvers, Ill.

Buckley, Pursley & Co. of Peoria are building an elevator at Fairview, Ill.

T. A. Brown is completing a 20,000-bushel grain elevator at Lewistown, Ill.

Geo. Hunt of Charter Grove, Ill., has closed his elevator until after harvest.

P. K. Willson has purchased a larger engine for his elevator at Birkbeck, Ill.

Edmund Burt has purchased a gasoline engine for his elevator at Bolton, Ill.

N. Clenden of Fairbury, Ill., is contemplating building a new grain elevator.

Ford & McGregor of Mt. Vernon, Ind., will build an elevator at Mt. Carmel, Ill.

The Bernhard Milling Company is building a grain elevator at Strasburg, Ill.

C. L. Douglass of Marseilles, Ill., will erect a 20,000-bushel elevator 2½ miles west of Ottawa

The contract for the equipment has been awarded to the Marseilles Mfg. Co.

Wm. Rixman and J. T. Armstrong are about to build an elevator at Irvington, Ill.

A. Waller & Co. are building an addition to their grain elevator at Shawneetown, Ill.

Gaddis & Son will build an elevator in connection with their flour mill at Fairfield, Ill.

John Weiner contemplates erecting an elevator on the Illinois Central at Heyworth, Ill.

R. F. Cummings is largely increasing the capacity of his elevator at Martinton, Ill.

The Zorn Grain Company of Bloomington are erecting two large corn cribs at Leroy, Ill.

J. C. Flanagan has just made repairs and improvements in his elevator at White Heath, Ill.

J. H. Jacobs is remodeling his elevator at Arrow-smith, Ill. He will also build a larger oats bin.

L. H. Sexton has retired from the Beardstown Lumber & Grain Company at Beardstown, Ill.

The Armour Elevator at Davis Junction, Ill., is being remodeled and a gasoline engine installed.

W. S. Smith recently purchased the elevator and grain business of Geo. B. Spitler at Mt. Zion, Ill.

The Diamond Jo Line will rebuild their burned warehouse on the Mississippi River at Nanvoo, Ill.

Porterfield & Barton, Jamaica, Ill., have made some repairs and improvements on their elevator.

Carrington, Hannah & Co. have put a new dump and gasoline engine in their elevator at Nevada, Ill.

The New Holland Grain & Coal Company have begun work on their new elevator at New Holland, Ill.

R. C. Smith is manager of the large new elevator recently erected at Deer Creek, Ill., by Abel, Brooks & Co.

L. R. Smith & Co. have leased the elevator at Kirkville, Ill., and placed M. H. Kirkwood in charge.

Charles Ruple is building an addition to his elevator at Chestnut, Ill., to hold about 30,000 bushels of oats.

The Post & Morrill elevator at Fulton, Ill., has been leased by J. R. Maufe and H. J. O'Neil of Chicago.

W. B. Sill of Harris purchased E. L. Frinck's new elevator at Farmer City, Ill., and took possession July 1.

Bane, Shinkle & Co. are increasing the storage capacity of their elevator at Ellsworth, Ill., about 10,000 bushels.

Both the Murray and the Felter elevators at Secor, Ill., are being enlarged to a capacity of about 100,000 bushels.

Evans & Eakins of Galesville, Ill., are putting in a 12-horsepower gasoline engine and a car loader at their elevator.

The Shultz & Niemeyer Elevator at Granite City, Ill., is completed and the first wheat was shipped from it on July 6.

T. S. Larison of El Paso, Ill., is putting a new foundation under his west elevator and making some other repairs.

Carrington, Hannah & Co. of Chicago will build a 12,000-bushel elevator at Midland City and another at Barkley, Ill.

The Cleveland Grain Company is building an elevator 3½ miles west of Farmer City, Ill., where a switch will be put in.

West Bros. & Cummings have purchased a 20-horsepower Columbia Gasoline Engine to run their grain elevator at Lodi, Ill.

The Three-I Railroad has built a 14,000-bushel elevator at Ladd, Ill., and will operate it with a 12-horsepower gasoline engine.

D. J. Kelley is building a new grain elevator at Waddam's Grove, Ill. The Savage & Love Co. supplied the machinery equipment.

Paul Smith of Lawndale, Ill., is having his elevator overhauled and put in first class shape in preparation for handling the new crop.

Merritt Bros. & Co., Nevada, Ill., are building an addition to their elevator, 48x26 feet, connected to the main elevator by a drag conveyor.

Oscar Jones is making some improvements in the elevator which he recently purchased at Chrisman, Ill. These include a new engine and car loader.

John Range, of John Range & Son, owners and operators of an elevator and coal business at Western avenue and Twenty-fourth street, Chicago, put four safe crackers to flight with a revolver early

on the morning of June 26. The safe which they were attempting to blow contained about \$300.

W. H. Barnes has leased G. P. Bowman, Son & Co.'s elevator at Grayville, Ill., and is buying grain for the Henderson Elevator Co., Henderson, Ky.

The recently organized Farmers' Elevator & Produce Company of Bethalto, Ill., has purchased the Bethalto Grain Company's elevator for \$4,500.

Luehrmann & Koplin, dealers in grain and agricultural implements at Altamont, Ill., have incorporated as the Luehrmann & Koplin Company.

C. E. Sinclair & Co. have sold their elevator at Carlinville, Ill., to Chris R. Alden & Co., who will make some important improvements and continue the business.

The Savage & Love Co. of Rockford, Ill., have just placed one of their Controllable Wagon Dumps and tanks in C. F. Oelman & Son's elevator at Colvin Park, Ill.

Floyd Smith and Michael O'Brien of Channahon and David Hennesberry of Wilmington, Ill., are building a 50,000-bushel elevator on the E. J. & E. at Minooka, Ill.

It is reported that T. Costello and John Crocker of Maroa, Ill., and J. W. Turner of Boody will erect four elevators on the I. D. & W. extension to be built from Decatur to Springfield.

John Shepard has sold his interest in the two elevators at El Paso, Ill., and in the one at Enright Switch to John DeBolt of Wolcott, Ind. Mr. DeBolt formerly owned an elevator at El Paso.

J. W. Turner has sold his interest in the elevator at Boody, Ill., to his partner, E. W. Jokisch, the transfer to take effect July 20. Mr. Turner has been in charge of this elevator for eleven years.

Clark & Rusk of Rantoul, Ill., will move their elevator about 100 feet and build an addition, increasing the capacity to 50,000 bushels. Another dump will be added and an 18-horsepower Olds Gasoline Engine installed.

Ralston Bros. are rebuilding their grain elevator which was burned at Caledonia, Ill., in the spring. The capacity will be 15,000 bushels, the equipment including an attrition mill for feed grinding outfit and 20 horsepower gasoline engine. Savage & Love Co. of Rockford are supplying all the mechanical equipment, including their Controllable Wagon Dump.

The Turner-Hindant Co. of Pekin, Ill., are building a floating elevator. It is so constructed that it can be anchored broadside along the shore and a driveway let down so the farmer can draw a load of grain onto the boat. It can then be weighed and dumped and there will be room for the farmer to turn and drive off. The grain can then be transferred to a canal boat anchored alongside, if desired.

Following are some recent sales made by the Barnard & Leas Mfg. Co., Moline, Ill., to Illinois dealers and machinery men: Fairbanks, Morse & Co., Chicago, one No. 1 and one No. 2 Cornwall Corn Cleaner and one No. 3 warehouse separator. Savage & Love Co., Rockford, one No. 00 Little Victor Corn Sheller and Cleaner. Marseilles Mfg. Co., Marseilles, one No. 1 and one No. 2 Cornwall Corn Cleaner. Webster Mfg. Co., Chicago, three Victor Corn Shellers and one Cornwall Corn Cleaner. Stephens, Adamson & Co., Aurora, one No. 2 Victor Corn Sheller. Skillin & Richards Mfg. Co., Chicago, one Victor Corn Sheller and Cleaner combined.

EASTERN.

A grain elevator is being built at Caywood, N. Y. O. B. Tilton's grain elevator at Nashua, N. H., is being rebuilt.

Chas. H. Leonard & Co. will erect a grain elevator at Newark, N. J.

The Hinton Grain & Supply Co. is the name of a new firm at Hinton, W. Va.

The J. S. Noble Co. has opened a grain and hay store at Dwight and Sanford streets, Springfield, Mass.

Bicknell & Stanley have leased E. W. Howe's feed mill at Canton, Me., and will conduct a grain and feed business.

Calvin Bisbee has purchased the grain and feed business of C. B. Cummings & Son at Bethel, Me., and will combine it with his own.

Morris Bros. of Oneonta, N. Y., have purchased the flour, feed and grain business of G. A. Young at Hobart, and placed L. E. Parish in charge.

C. A. Ketchum and Alfred S. Ives have formed the firm of Ketchum, Ives & Co. at Salem, Mass., and purchased the grain and hay business of Frank A. Poor.

Niagara Elevator B, one of the two houses at Buffalo recently purchased by the New York Central Railroad, is to be equipped with motors for using Niagara electric power. As it was built with

a separate engine for each leg and conveyor, it will be a comparatively easy matter to substitute electric motors.

Timothy M. Mullay, a grain dealer of Bowdoinham, Me., recently lost \$1,100 while riding on a street car in Portland, where he had gone to pay some debts.

The Havana Grain & Produce Co., with offices at Union, N. J., has been incorporated by Wm. C. Bloomfield, New York City; Emile Secours, Havana, Cuba; Jacob F. Ostrander, Roselle.

The improvements at the Boston & Maine's elevator at the Mystic Docks, Boston, Mass., are now completed. The loading facilities of this house are not surpassed by any on the coast.

The New Hartford Elevator Co., New Hartford, Conn., recently organized, is officered as follows: Sherman E. Brown, president, and Wm. G. Brown, vice-president, both of Collinsville; E. A. Lawton of New Hartford, general manager.

At a meeting of the stockholders of the Ogdensburg Terminal Company, July 3, the grain elevator and the docks of the Ogdensburg & Lake Champlain Railroad were sold to the Rutland Transit Company for \$150,000. The elevator was built in 1890 with a capacity of a million and a half bushels. It will now be operated in connection with the Rutland Transit Company steamers plying between Chicago and Ogdensburg, and with the Rutland Railroad, to afford a through line from Chicago to Boston and the East, with elevator storage.

CENTRAL.

An elevator is being completed at Enon Station, Ohio.

A grain elevator is being built at Centerville, Mich.

A. N. Ireland is building an elevator at Burnettsville, Ind.

Thos. Stanley is erecting an elevator at Lyons Station, Ind.

W. L. Skinner is completing a new elevator at Dunkirk, Ind.

O. P. Lenox is completing a grain elevator at Claibourne, Ohio.

A grain warehouse will probably be built at Orangeville, Ohio.

R. C. Owens of Urbana, Ohio, has purchased an elevator at New Madison.

J. C. Hadley is building a new 25,000-bushel grain elevator at Windfall, Ind.

The erection of an elevator at Watson, Ohio, is said to be in contemplation.

Small Bros. are building an elevator at Walton, Ind., as are also Hurd & Son.

J. Kohler & Co., Napoleon, Ohio, have sold their elevator to Z. H. Travis of Toledo.

An elevator is being erected at Atwood, Ind., by the Bourbon Elevator & Milling Co.

The Goodrich Bros. Hay & Grain Company are to build an elevator at Gaston, Ind.

The Gilboa Grain & Seed Co. of Toledo, Ohio, has been incorporated with a capital of \$3,000.

The Miami Maize Company, Toledo, Ohio, are going to erect a large addition to their elevator.

Hart Bros. of Flushing, Mich., have purchased William Hammer's grain business at Montrose.

Bennett Taylor of South Raub, Ind., will build a new grain elevator at Taylor Station this fall.

It is reported that an elevator and flour mill are to be erected at East Jordan, Mich., this summer.

The Hancock Grain & Milling Co., Toledo, Ohio, has been incorporated with a capital stock of \$5,000.

Campbell & Son of College Corner, Ohio, have purchased Jacoby & Yingling's elevator at Seven Mile.

Walker & Middleton are building a 16,000-bushel elevator at Yale, Mich., opposite the P. M. Railway station.

C. R. Bailey Company, Laingsburg, Mich., have sold out their grocery store but continue their grain business.

T. L. Reed & Co. of Logansport, Ind., now have their new elevator at Star City completed and in operation.

D. Kester of Greenville, Ohio, is going to build an elevator and enter the grain business at Williamsburg, Ind.

It is reported that the C. H. & D. Elevator Company will finish only a portion of its new elevator at Toledo, Ohio, to care for the fall grain trade. The plans for the balance of the structure will be

greatly enlarged. A contract for a large new dock was let last month.

Al Smiley has purchased the grain and hay business of C. W. Curtis at Aurora, Ind.

W. H. Dunn has completed his 18,000-bushel grain elevator at Mount Comfort, Ind.

Charles Brooks of Tremont, Clark County, Ohio, has purchased J. S. Harshman's elevator at Yellow Springs for \$8,000.

The Archbold Milling & Elevator Company, Archbold, Ohio, are erecting a grain elevator of 40,000 bushels' capacity.

J. C. Sellers has placed a new Century Loader in his grain elevator at Darlington, Ind., purchasing same of the Ideal Car Loader Co.

The Stockbridge Elevator Co. has secured control of the Michigan Central Elevator at Jackson, Mich. It is being repaired and a bean house will be erected in connection.

The Evansville Elevator & Storage Co., Evansville, Ind., has been incorporated with a capital of \$30,000. The directors are Morris L. Johnson, Wm. H. Small and Samuel Vickery.

G. T. Burrell & Co. have just closed contracts for a new 20,000-bushel grain elevator for Bailey & Bunnell at Wanatah, Ind., and 25,000-bushel grain elevator for L. H. Robbins at McCool, Ind.

C. A. King & Co. of Toledo say there is an opening for an elevator at St. Henry, Ohio, where J. H. Romer can be addressed for particulars. Also at Gaston, Ind., where Frank Blakely will give information.

Lawson & Timberlake of Pine Village, Ind., have sold their grain and coal business at that place to Ludeman & Walter of Wolcott. They will not go out of the grain business, but will locate at some new point.

The firm of Hagey, Moore & Co. has been dissolved. D. P. Moore takes the business at Wyatt, Ind., while U. G. Hagey and J. J. Kirby will conduct the business at North Liberty under the firm name of U. G. Hagey & Co.

Holmes Bros., Portland, Ind., have completed a nice elevator of about 14,000 bushels' capacity. The equipment includes dumps, a gas engine, corn sheller, grain cleaners and feed mill. The elevator is in charge of E. Pierce, formerly of Lewisburg, Ohio.

The Big Four Railroad recently granted Tuttle & Tuttle, Springfield, Ohio, an extension of 90 days on their elevator lease. They had been ordered to vacate as the property was wanted for other purposes, supposedly as a site for the new passenger station.

The Churchill-White Grain Company of Toledo will rebuild their burned elevator on the Three-I Railroad at South Bend, Ind. The working house will be of frame construction. The company is also said to contemplate the erection of cement tanks for additional storage capacity. The new house will be built after the most approved plans and fully equipped with fire-fighting apparatus.

Following the failure of William M. Sturges, owner of the Sturges Bank, and the appointment of a receiver for the Mansfield Machine Works, came the failure of Lyman A. Strong, of the Strong Elevator Company, Mansfield, Ohio, who also had an interest in the grain firm of Strong & Lauk of Bucyrus, Ohio. Strong was a depositor in the Sturges Bank. His assets are estimated at \$60,000 and liabilities more than that amount.

WESTERN.

W. H. Turner has been appointed manager of the Farmers' Warehouse at Odessa, Wash.

The Centennial Mill Company are building a grain elevator at Grovelles Station, Wash.

Eckelberry & Bland have succeeded to the grain business of Bland & Halern at Kalispell, Mont.

The Kettenbach Grain Company is completing a new warehouse at Lewiston, Idaho, with capacity for about 200,000 bushels.

The Pacific Coast Elevator Company have torn down their old warehouse at Adams, Ore., and are building a new one, 50x300 feet.

The Royal Milling Company, Missoula, Mont., contemplates the erection of a large elevator or warehouse at the head of Flathead Lake.

Alberts & Schneider, Portland, Ore., are building a dock, 220x150 feet, and also an additional building for the storage of hay, giving them about 40,000 feet of additional floor space.

Oceanic Dock at Portland, Ore., is being enlarged, so that it will have a frontage on the river of 800 feet. Its depth is 150 feet, so that it will have a floor space of 120,000 feet. This dock was built last year, but the increased grain trade demands more room. Kerr, Gifford & Co. have found

Victoria Dock too small and have leased Montgomery Dock No. 2.

The Interior Warehouse Company will add 50x50 feet to its grain warehouse at Thornton, Wash., 70 feet to its house at Spangle, and build a new warehouse, 30x150 feet, at McCoy Siding.

The Tacoma Grain Company will replace its recently burned warehouse at Reardan, Wash., with a new one of 150,000 bushels' capacity. It will have facilities for handling sacked grain only.

The A. J. McNicoll Elevator Company, San Francisco, Cal., has been incorporated with a capital stock of \$30,000. The directors are A. J. McNicoll, J. R. McNicoll, G. W. McNicoll, W. F. McNicoll and M. A. Wheaton.

Lilly, Bogardus & Co. of Seattle, Wash., will soon have a dock 460 feet long, which will be covered with a building 80 feet wide inside. It will have a truss roof without posts. This firm operates the largest feed mill on the coast.

IOWA.

F. B. Carson is the successor of J. V. Simek at Gladstone, Iowa.

The elevator at Veutura, Iowa, is being rebuilt and greatly enlarged.

T. D. Froniug has succeeded H. A. Baxter at New Hartford, Iowa.

W. H. Myers & Son have sold out their grain business at Milford, Iowa.

The Peavey Elevator Co. are rebuilding their elevator at Luverne, Iowa.

John Reidy has purchased Jarvis Smith's grain business at Winthrop, Iowa.

Flynn Bros. are the successors of D. B. Downey, grain dealer, at Allison, Iowa.

B. M. Stoddard has succeeded to Barnard Bros' grain business at Owego, Iowa.

Mr. Fye has withdrawn from the grain firm of Baxter & Fye at Mt. Union, Iowa.

An elevator is being built on the Chicago Great Western Railway at Oelwein, Iowa.

Baird & Baird have purchased Riugle Bros. & Co.'s grain business at Marne, Iowa.

J. R. Blair, Sloan, Iowa, is increasing the capacity of his elevator to 10,000 bushels.

J. E. Jackson has sold his grain business at Nira, Iowa, to Smith, Lewis & Co. of Keota.

W. H. H. Myers & Son have sold their elevator at Milford, Iowa, to J. E. Knudson of Jewell.

E. O. Brown, Blairsburg, Iowa, will tear down his elevator and build a new and larger one.

J. W. Reynolds & Son, grain dealers at Kellerton, Iowa, have been succeeded by J. W. Smith.

The capacity of Vau Orsdol & Sons' elevator at Rowley, Iowa, has been increased about 7,500 bushels.

Barnard Bros., Sloan, Iowa, will build a new engine room and make other improvements at their elevator.

The Neola Elevator Co. have torn down their old elevator at Hornick, Iowa, and are building a new one.

A 13,000-bushel addition is being built to the St. Paul and Kansas City Grain Co.'s elevator at Terrell, Iowa.

Tom Hillyard has sold his interest in the elevator and grain firm of L. Hillyard & Son at Mt. Union, Iowa.

C. Church, president of the Development Association at South Ottumwa, Iowa, says a grain buyer is needed there.

Robert Whitaker has discontinued buying grain at Arthur, Iowa, and is building a new elevator at Dallas Center.

W. R. Seudder, Fraser, Iowa, says an elevator, lumber yard and stock buyer are needed in that town; population about 1,200.

Frank Kyle has sold his elevator at Coin, Iowa, to W. S. Crane of Shenandoah. The purchaser will take possession August 1.

George W. King & Son, Ida Grove, Iowa, have replaced the steam engine at their elevator with a 10-horsepower gasoline engine.

The Western Grain Co., Manson, Iowa, will remodel their elevator and substitute a gasoline engine for the present steam power.

The Ducombe Elevator Co., Fort Dodge, Iowa, has contracted for the erection of an elevator at that place and another at Brushy, Iowa.

Among the improvements placed in the remodeled Buck Elevator, formerly the Farmers' Elevator, at Toledo, Iowa, are an 18-horsepower Lewis Gas-

line Engine and a Marseilles Corn Sheller. The house is now ready for business.

Frank Horse of Merrill, Iowa, has let the contract to J. A. Campbell & Son of Lincoln, Neb., for a flour mill and 30,000-bushel elevator.

H. P. Jensen has purchased the elevator and live stock business of K. K. Liquin at Dysart, Iowa. He will take possession August 1.

Moore Bros. & Felthouse's elevator at Rodman, Iowa, is now about ready for business. Power will be furnished by a six-horsepower gasoline engine.

The Des Moines Mfg. Co., Des Moines, Iowa, were recent purchasers of a Victor Corn Sheller and a Cornwall Corn Cleaner from the Barnard & Leas Mfg. Co.

The Des Moines Elevator Co. has contracted with the Barnett & Record Co. for the erection of a 300,000-bushel addition to its present plant at Des Moines, Iowa.

The Younglove & Boggess Co., Mason City, Iowa, were recent purchasers of a Victor Corn Sheller and Cornwall Corn Cleaner, made by the Barnard & Leas Mfg. Co.

The Terwilliger & Dwight elevator at Hornick, Iowa, will be torn down and replaced with a new structure of 20,000 bushels' capacity. M. R. Stewart is local manager.

Wm. Thomas & Son, Wallingford, Iowa, have sold their grain and coal business, which they advertised in the "American Elevator and Grain Trade" last month. One insertion did the business.

Work is now well along on the Dysart Grain Company's cleaning and transfer elevator at Clinton, Iowa. It is 48x72 feet, and will be 98 feet high, with a storage capacity of about 100,000 bushels.

The D. M. Andrews Grain & Lumber Company of Blairsburg, Iowa, has been incorporated, with a capital of \$20,000. M. M. Walker is president; J. E. Fairbanks, vice-president; D. M. Andrews, secretary and treasurer.

Savage Bros., Adair, Iowa, have contracted with Honstain, Bird & Co. of Minneapolis, for the erection of a good-sized elevator. The main part of the structure will be 30x40 feet, cribbed to a height of 38 feet. The cupola will be 18 feet high. There will be a brick engine house 12x18 feet, and also a cob house. There will be two stands of elevators and two wagon dumps, a hopper scale, corn sheller, etc. Work is now well along on the plant.

WISCONSIN AND MINNESOTA.

Elliott, Minn., will soon have a new grain elevator.

McGlin Bros. are erecting a modern elevator at Okabena, Minn.

A. T. Sauders is getting ready to put up an elevator at Fisk, Wis.

The Farmers' Elevator at Starbuck, Minn., which burned recently, will be rebuilt.

The Peavey Elevator at Amboy, Minn., has been remodeled and greatly improved.

Monghan & Johnson have succeeded Theisen Bros. in the grain business at Miles, Minn.

E. A. Brown of Luverne, Minn., is building an elevator at the new town of Conger.

W. J. Kinne has purchased the D. Rothschild Grain Co.'s elevator at Luverne, Minn.

The Farmers' Elevator Company, Fosstou, Minn., have leased their elevator for one year.

Julius Kuehn has sold his elevator and feed business at Kaukauna, Wis., to A. L. Wirtz.

The Cargill Elevator Company are to build a 30,000-bushel elevator at Murdock, Minn.

The K. Schreier Co., Sheboygan, Wis., are building a 300,000-bushel elevator at that place.

The Citizens' Elevator Co. of Wilton, Minn., will install an Evans Wagon Dump at their elevator.

The Exchange Grain Co. of Minneapolis has increased its capital stock from \$40,000 to \$150,000.

The capacity of the Interstate Elevator at Cottonwood, Minn., is being increased 5,000 bushels.

The Farmers' Elevator, Ortonville, Minn., which was recently burned, is to be replaced at once.

Henry Helgeson has installed a six-horsepower gasoline engine in his elevator at Maynard, Minn.

The Citizens' Elevator Co. of Buffalo Lake, Minn., will place an Evans Wagon Dump in their new elevator.

Frank Sugden, who has had charge of the Empire Elevator at Stewart, Minn., for the past 15 years, is completing a 20,000-bushel elevator, which

he will operate for himself. W. S. Cleveland of Minneapolis has the contract.

John Litchner has made important improvements in the elevator which he recently purchased at Lewiston, Minn.

The Thorpe Elevator Co. have purchased an Evans Wagon Dump for their new elevator at Gary, Minn.

A number of improvements, including a patent loading spout, have been placed on the elevator at Bixby, Minn.

The State Elevator Co. has completed an 18,000-bushel elevator at Silver Lake, Minn., to replace the one that was burned.

The Woodworth Elevator Co. of Minneapolis, recently made repairs and improvements on their elevator at New Paynesville, Minn.

About 125 men are now constantly employed in constructing the second concrete annex to the Peavey Elevator at Duluth, Minn.

The Farmers' Elevator Co., Morris, Minn., have decided to operate their elevator this season themselves, rather than to lease or sell it.

Kaute P. Landru has rented the Farmers' Elevator at Garfield, Minn., and will buy grain there for Andrews & Gage of Minneapolis.

Levi Steenerson has sold his elevator at Climax, Minn., to the Independent Elevator Company, who will probably replace the old building with a new one.

The Minneapolis & Northern Elevator Co. have put a new foundation under their elevator at Georgetown, Minn., and prepared it for handling the new crop.

The Milwaukee Elevator Company, Milwaukee, Wis., have purchased a No. 4 Victor Corn Sheller from the Barnard & Leas Manufacturing Company.

J. H. McLaughlin, who bought wheat for some 17 years at Dawson, has rented an elevator at Olivia, Minn., and is buying grain on his own account.

John O'Brien has sold his elevator at Stillwater, Minn., to Loftus & Kerwin of St. Paul. Mr. O'Brien will remove to Kalispell, Mont., where he has built a saw mill.

The farmers around Hutchinson, Minn., think they see a good thing in the proposed farmers' elevator, and the company will probably be organized soon.

T. C. Spooner has purchased the Peavey Elevator at Morris, Minn. H. O. Eames, who was for years agent for the Wells-Pearce Elevator Co., has been placed in charge.

The Barnett & Record Co. are building two fire-proof tile grain storage tanks near Twenty-third avenue N. E. and Main street, Minneapolis, for the Victoria Elevator Co.

At the American Malting Company's elevator at Mantorville, Minn., a new powerhouse has been built and a sweep substituted for the tread power. George Gleason is the agent.

The directors of the Farmers' Elevator & Mercantile Company, Mazeppa, Minn., have unanimously elected W. A. Munger to succeed himself as manager of their house for another year.

The Great Eastern Elevator Co., Minneapolis, are building five additional tile grain tanks at their elevator on Oak street S. E., to cost about \$55,000. The Barnett & Record Co. have the contract.

The stockholders of the Standard Grain Co. of Duluth, Minn., held their annual meeting on June 22. The old officers were re-elected with the addition of E. W. Duncan of Lake City as vice-president.

The St. Anthony & Dakota Elevator at Crookston, Minn., is being very materially improved. A stone foundation is being put under the entire building, a new driveway made and inclosed and a dump scale installed.

The Farmers' Elevator Co., Mantorville, Minn., held its annual meeting last month and reported a satisfactory year's business. Agent Evarts was commended for his work. O. S. Campbell was elected president.

The Pioneer Steel Elevator Co. of Minneapolis has let the contract for the erection of six additional grain tanks of 75,000 bushels' capacity each. This will bring the total capacity of the plant up to 1,600,000 bushels.

The stockholders of the Farmers' Elevator & Mercantile Co., Hayfield, Minn., held their annual meeting last month. The secretary's report showed a net profit for the year of over \$1,800. Over \$60,000 was paid out for grain. F. J. Thoe was elected

president, O. C. Bergan, secretary, and John Kording, treasurer. T. O. Distad was engaged as manager for the ensuing year.

The Exchange Grain Company of Minneapolis has filed amended articles of incorporation increasing its capital stock from \$40,000 to \$150,000.

Albert Stolte is in charge of Hubbard & Palmer's new elevator at Elmore, Minn., which is said to be one of the finest in the southern part of the state.

The McCarthy Bros. Co., Minneapolis, has been incorporated with a capital stock of \$100,000 to deal in grain. The incorporators are James H. and Thomas G. McCarthy of Minneapolis and John F. McCarthy of Duluth.

The Great Western Elevator Company are about to convert their warehouse at Delhi, Minn., into a grain elevator of 25,000 bushels' capacity. A gasoline engine will be placed in a fireproof house about 20 feet from the elevator.

The stockholders of the Farmers' Elevator Co., Butterfield, Minn., held their annual meeting recently and elected the following officers: E. Heppner, president; D. J. Dick, secretary; D. G. Penner, treasurer. The company are about to begin the erection of a new elevator.

MISSOURI, KANSAS AND NEBRASKA.

A. J. Gorg will buy wheat at Crowe's Station, Mo.

M. L. Meek is building an elevator at Janssen, Kan.

Charles Hillebrandt will buy grain at Natoma, Kan., this fall.

The Torpin Grain Co. are improving their elevator at Hickerson, Neb.

It is reported that two new elevators are in prospect for Alda, Neb.

The Peavey Elevator Co. have purchased an elevator at Marysville, Kan.

J. N. McDowell is building a 6,000-bushel grain elevator at Alexandria, Neb.

The farmers around Marquette, Kan., propose to organize and build an elevator.

The Huff Grain Co. are making improvements in their elevator at Turlington, Neb.

The Newton Milling & Elevator Co., Newton, Kan., are building an elevator at Hesston.

Greenleaf, Baker & Co. are building an elevator at the switch five miles south of Julian, Neb.

The Kansas Grain Co. have just installed a new track scale at their elevator at Hutchinson, Kan.

S. B. Samuelson & Co., are building at Oneida, Kan., a 15,000-bushel elevator on the G. I. & St. J. R. R.

The Farmers' Co-operative Grain Co., Delphos, Kan., has been incorporated with a capital stock of \$7,000.

Jaques & Barstow, Aurora, Neb., have purchased from Barnard & Leas Mfg. Co. a No. 94 Perfected Elevator Separator.

The elevator and feed mill of the Crete mills at Crete, Neb., is being remodeled and enlarged by J. A. Campbell & Son of Lincoln.

The Peavey Grain Co. has purchased the old Berg Elevator at McPherson, Kan., and are putting it in shape to handle the new crop.

It is reported that the Geo. A. Adams Grain Co. of Kansas City, Mo., will soon begin the building of a 250,000-bushel elevator at Coffeyville, Kansas.

Geo. R. Smith and H. F. Williamson have formed a partnership to buy grain at Pratt, Kan. They have purchased the elevator at the Santa Fe depot there.

J. D. Small of the Atchison Livestock Co., Atchison, Kan., will remodel the old mill belonging to the company and convert it into a 60,000-bushel elevator.

L. E. Scott of Hastings, Neb., has sold his elevators at Astell, Holdrege and Cowles, to C. B. Seldomridge, of Seldomridge Bros., Colorado Springs, Colo.

The Newling Grain Co. and the Imboden Milling Co. of Wichita, Kan., are experiencing considerable delay in erecting their elevators owing to the scarcity of suitable large timbers.

The Local Grain Co., Beatrice, Neb., has been incorporated with a capital stock of \$20,000, by J. M. Buffum, C. T. Peavey and Clarence St. Clair. They are completing a 20,000-bushel elevator at that place.

The Chicago-Great Western Elevator at St. Joseph, Mo., has had some new machinery installed to put it in good shape for handling the new wheat crop which is now arriving. The first car received at St. Joe last month tested 64 pounds to

the bushel and came from the Great Bend country in Kansas.

The Brinson-Judd Grain Co., St. Louis, have just completed a 10,000-bushel elevator at Lyons, Kan. It is equipped with a 12-horsepower gasoline engine. It was built under the supervision of A. C. Plumb.

The French Grain Co. has given up the Capital Elevator at Topeka, Kan., and the manager, Frank French, will return to Illinois. It is possible that the Farmers' Alliance Grain Association may take the elevator.

The Choctaw Elevator Co., Oklahoma City, Okla., have completed or are now building a total of 13 grain elevators along the two extensions of the Choctaw & Northern R. R. They will also build at Alva and Kiowa, Kan., as soon as the road reaches those towns.

Hall & Robinson of Kansas City, Mo., recently purchased the old Kuns Elevator at McPherson, Kan. They have torn it down and are using some of the material in erecting a new 10,000-bushel elevator near the Missouri Pacific depot. T. C. Dick is their local manager.

The Kansas City, Fort Scott & Memphis Railroad will erect this summer at Rosedale, Kan., a suburb of Kansas City, an elevator of 700,000 bushels' capacity. This will probably be in the form of seven steel, tile and cement tanks erected near the present Memphis Elevator.

A newspaper report from St. Joseph, Mo., on June 27, stated that every bushel of wheat, corn and barley in St. Joseph elevators had been shipped to Chicago that day, and that within a week the stock of wheat in the big elevator at Elwood, Kan., had been reduced over 400,000 bushels.

J. E. Andrews of Marysville, Kan., has let the contract for building his new elevator at Carden, the new station between Marysville and Home City, to be completed and ready for business by August 1. It will be fitted with a 15-horsepower gasoline engine, and all the latest improved machinery for handling grain quickly and economically. It will have a capacity of 10,000 bushels. There will also be a corn sheller and feed grinder, with ample capacity to do all the business of the vicinity.

THE DAKOTAS.

The new elevator at Glenham, S. D., has been completed.

It is reported that a co-operative elevator will be built at Gary, S. D.

An elevator is being built at Elkton, S. D., by the Davenport Mill Co.

Burgess & Dillenbeck will rebuild their burned elevator at Sharon, N. D.

Osborn-McMillan Elevator Co. are building an elevator at Kenmore, N. D.

Claude Thompson of Parker, S. D., has sold his elevator to J. Mullaney of Beresford.

The Cargill Elevator Co. are said to contemplate the erection of an elevator at Trent, S. D.

A 40,000-bushel elevator will be built at New Rockford, N. D., by the Pate Elevator Co.

Arnold and Baldwin, N. D., on the new Washburn Road, are to have elevators built this year.

The Empire Elevator Co. are building an elevator at Peever, S. D., and have engaged L. B. Walker as buyer.

The Royal Elevator Co. will build an elevator at Balfour, N. D. The Osborn-McMillan Co. already have one under way.

The Interstate Elevator Co., Watertown, S. D., are improving and enlarging their elevator. Some new machinery will be added.

The St. Anthony & Dakota Elevator Co. are rebuilding their elevator at Kent, N. D., which was wrecked by a windstorm recently.

The Monarch Elevator Co. recently made extensive improvements in their elevator at Gilby, N. D., and installed a gasoline engine.

The Minneapolis & Northern Elevator Co. has built an engine room at its elevator at Thompson, N. D., and installed a gasoline engine.

The Sioux Grain Co., Jefferson, Union Co., S. D., has been incorporated with a capital stock of \$50,000 by H. I. Thode, J. Knudson and O. D. Whitney.

The Farmers' Elevator Co., Milbank, S. D., held its annual meeting last month and reelected its board of directors. During the year ending June 1, 92,383 bushels of wheat were handled, the net profit, however, appears to have been small. It is stated that there was a loss of \$142.57 on wheat which was bought as No. 1 and No. 2, but which failed to come up to grade when shipped. They de-

cided to issue more stock to build a flax bin and handle flax also.

SOUTHERN.

The Demasters Grain & Feed Company are again doing business at Huntsville, Ala.

Gill & Smith have succeeded Gill & Poindexter as grain dealers at Nashville, Tenn.

E. J. Coyle is successor to J. E. Coyle & Son in the grain and other business at Perry, Okla.

The story is again current that the Southern Pacific Railway will build a million-bushel elevator at Galveston, Texas.

The Moore Milling Company is building a 10,000-bushel grain elevator in connection with its flour mill at Lileadown, N. C.

The Globe Mills Company, engaged in the flour business at South Nashville, Tenn., have added grain and feedstuffs to their line of business.

Owing to a hitch with the New Orleans city council, work on the Illinois Central's large new elevator has been ordered stopped by the vice-president of the road.

W. W. Sanders, a grain dealer who had been operating the Union Elevator at Chattanooga, Tenn., last month filed a petition in bankruptcy, placing his liabilities at \$15,000, with no assets.

The Waukomis Mill & Elevator Company, Waukomis, Okla., has been incorporated with a capital stock of \$30,000. The incorporators are William M. Beagley, Charles L. Beagley and G. E. Gray.

The Barnard & Leas Mfg. Co. report the sale of cottonseed hull packers to the following parties during June: McKenzie Oil & Fertilizer Co., Montezuma, Ga.; Excelsior Mill Co., Washington, Ga.; Dawson Oil Co., Dawson, Ga.; Lockhart Cotton Oil Co., Lockhart, Texas.

The following parties are reported as contemplating the erection, enlarging or improving of cottonseed oil mills: Havens Cotton Oil Mill Company, Washington, N. C.; Whitmires Oil & Fertilizer Company, Whitmires, S. C.; Greenwood Cotton Oil Company, Greenwood, S. C.; Delta County Cotton Oil Company, Enloe, Tex.; Merchants' & Planters' Oil Company, Houston, Tex.; Farmers' & Merchants' Cotton Oil Company, Frost, Tex.; New Iberia Development Company, Limited, New Iberia, La.; Louisville Manufacturing Company, Louisville, Ga.

CANADIAN.

An elevator will be built at Napinka, Man., by the Ogilvie Milling Co.

The Winnipeg Elevator Co. are building an elevator at Pense, Assiniboia.

Bready, Love & Tryon of Winnipeg will build an elevator at Yellow Grass, Assiniboia.

Ten new elevators will be erected along the extension of the Great Northwest Central, from Forest, this summer.

Botsford & Jenks of Port Huron, Mich., are said to be planning the erection of a million-bushel elevator at Point Edward, Ont.

The Farmers' Elevator Co., Alexander, Manitoba, have contracted for the erection of an elevator of 30,000 bushels' capacity, to be equipped with 12-horsepower gasoline engine, Monitor Cleaner, etc.

Moulton & Evans of Minneapolis have recently furnished five Evans Wagon Dumps to E. H. Trommehanser, to be used in the Winnipeg Elevator Co.'s new elevators on the Canadian Pacific Railway west of Winnipeg.

The Canadian Northern Railway has begun work on a 1,500,000-bushel grain elevator at Port Arthur, Ont., to be ready September 15. The road will then be completed to the wheat country of Manitoba. It expects to handle 10,000,000 bushels of wheat on the coming crop. It is employing 4,000 men to complete the line north of Minnesota to a junction with the old Northern Pacific lines in Manitoba.

The formation of a large milling and grain company for Toronto, composed of representative grain men from different parts of the province, is announced. It will be known as the Canadian Cereal Company, and has an authorized capital of \$40,000. The provisional directors are Messrs. Walter Thomson, Mitchell; E. Van Norman Tillson, Tilsonburg; David R. Ross, Embro; J. D. Flavell, Lindsay, and Thomas Martin, Mount Forest.

The Winnebago Produce & Supply Co.'s grain elevator at Winnebago, Ill., has just been remodeled by the Savage & Love Co. of Rockford, Ill. They put in new machinery throughout and one of their Controllable Wagon Dumps.

The first car of new winter wheat at Chicago was received June 25 from Oklahoma. It graded No. 2 red, weighed 62½ pounds and sold at 67½. The first ears for 1900 arrived on June 27 from Oklahoma and weighed 59 and 61 pounds.

CROP REPORTS

Rye prospects in Michigan are good, but wheat only fair. Oats are rather short. Corn has greatly improved.

Statistician B. W. Snow looks for a winter wheat harvest of 440,000,000 bushels, and of spring wheat 325,000,000 to 335,000,000 bushels.

Wheat harvest in Southern Illinois is about completed. The crop is the largest in many years and will average about fifteen bushels per acre.

The government estimate of the wheat crop of the United States, made June 25, was 650,000,000 bushels. Last year's yield was 522,230,000 bushels.

The Ohio crop bulletin rates wheat at 85 per cent of a full average; barley, 88; rye, 90; oats, 91; corn, 77. Wet weather and insects have damaged the grain.

Reports from Indiana indicate that the wheat crop of that state, now about harvested, will be much larger than for several seasons, and that the quality is good.

Premier Roblin, of Manitoba, says that the province has this year 2,000,000 acres in wheat, from which will be harvested between 40,000,000 and 60,000,000 bushels.

Crop conditions in South Dakota are generally favorable. Corn was damaged by frost June 7, and many fields were reseeded to flax. Both early and late flax have made good progress.

R. G. Dun & Co. estimate the total yield of spring and winter wheat at 700,000,000 bushels or more, exceeding all records. Foreign crops are said to be short, which would indicate increased exports.

In Iowa favorable weather conditions give promise of large average crops, except in oats, which will be short. Corn is about a week later than last year, but has made rapid progress of late and has not suffered any damage.

The wheat harvest in Oklahoma and Indian Territory has been highly satisfactory. Oklahoma alone is said to have harvested 30,000,000 bushels. The oat crop in the southern part of Oklahoma is said to be a complete failure.

Wisconsin crops were never in better condition than they are at present. Rye and barley show an average condition as compared with a normal crop of 94 and 93 per cent, respectively; oats, 95; corn, 92; winter wheat, 93, and spring wheat, 94.

The grasshopper scare is on in the Red River Valley in Minnesota and North Dakota. Considerable local damage will be done. The hoppers are being killed off in large numbers by the small red insects or parasites which were introduced by the late Professor Luggen.

Nebraska has escaped crop damage and will have a bountiful yield of corn and grain. Heavy rains during the latter part of June broke the drouth and saved the corn. Over a large portion of the state the corn crop is reported in better condition than at this time last year, and a yield of 200,000,000 bushels is predicted.

In North Dakota the weather has been favorable for all crops except flax, corn and millet. Heavy rains have flooded the ground. Wheat promises a large yield. Flax is backward and generally thin and uneven, and in the eastern part of the state looks sickly and yellow. Corn is backward, but good weather will cause vigorous growth.

Wheat prospects throughout Minnesota are reported excellent. Recent heavy rains have soaked the ground, and in some localities have resulted in slight damage to the growing grain, but with favorable weather through harvest the crop will be a large one. In Eastern Minnesota corn promises to be an exceptionally large crop. Flax in the northern part of the state is not doing so well as the other crops.

Traffic officials of the St. Paul, the Northwestern, the Northern Pacific, the Great Northern and the Burlington railways, who have thoroughly canvassed the situation, are agreed that the wheat crop of the Northwest this year will break all previous records. According to their estimates, the two Dakotas and Minnesota will harvest between 185,000,000 and 250,000,000 bushels of wheat, as against 10,000,000 last year, and 175,000,000 in the record year 1898.

Late reports of damage to corn in Kansas by long continued drouth and hot weather would indicate that the farmers of that state are in danger of losing almost their entire corn crop. There has not been a general rain for three months. In two-thirds of the state corn is a total failure. The oat crop is described as the worst failure in ten years, and hay will have to be imported. Wheat was harvested just in time to prevent serious loss from continued drouth. Reports from township and county officers to the State Board of Agriculture show that the acreage of corn in Kansas this year

is about 10 per cent less than in 1900, and that in the majority of instances the decreased acreage has been put into wheat.

S. C. Armstrong, traveling manager of the Pacific Coast Elevator Company, which conducts over 30 grain warehouses on the Oregon Railway & Navigation Company's lines in Eastern Oregon and Washington and Northern Idaho, says that he has never before seen as good a prospect for wheat and other grain. Other reports from the states named are of similar character. State Grain Inspector G. P. Wright, of Washington, estimates that the wheat yield of that state this year will be 25,000,000 bushels, while barley will be a heavier crop than ever.

The EXCHANGES

The Winnipeg Grain Exchange has taken steps to establish a clearing house.

The new grain committee of the New York Produce Exchange is as follows: John Marshall, chairman; E. Harris, W. H. Kenup, A. N. Clark, Emilio Pritchard.

The case of Claude Meeker, of Meeker Bros., Columbus, Ohio, charged with having bucket-shop affiliations, was heard by the directors of the Chicago Board of Trade last month and dismissed.

The Chicago Board of Trade by an almost unanimous vote amended the commission rule so as to make evasions impossible by the formation of corporations with members or their employees as dummy officials.

There is some discussion going on among members of the grain section of the Toronto Board of Trade as to the advisability of forming a Corn Exchange. It is claimed that the present market report service is entirely inadequate.

We are indebted to F. W. Waring, secretary of the Detroit Board of Trade, for a copy of the constitution, by-laws and rules of the board, with amendments to May 14, 1901. It is in neat pamphlet form, forty-two pages and cover.

Secretary Geo. F. Stone, of the Chicago Board of Trade, was invited by the Mayor and the Council of the Municipality of Newburyport, Mass., to deliver the oration on June 23 at the fiftieth anniversary of the organization of the city. Mr. Stone is a native of Newburyport and the citizens wished to honor him as one of their prominent ex-citizens.

The Richmond Grain & Cotton Exchange, Richmond, Va., held its annual meeting on July 3. The membership is now 66. The following are the receipts for the past year: Wheat, 682,336 bushels, an increase of 103,640 bushels; corn, 2,658,276 bushels, an increase of 973,928 bushels; oats, 1,644,802 bushels, an increase of 634,638 bushels; rye, 39,624 bushels, an increase of 9,336 bushels. Total receipts, 5,024,738 bushels, an increase of 1,721,542 bushels. These are the largest receipts of grain in the history of the Exchange. The hay receipts were 27,964 tons. Capt. B. A. Jacobs was re-elected secretary, and Rudolph King grain and hay inspector.

At the annual meeting of the Pittsburg Grain and Flour Exchange, held at their rooms, McCahee Block, June 13, the following officers were elected for the ensuing year: President, Wm. A. McCaffrey (of Daniel McCaffrey's Sons); vice-president, S. H. Smith; secretary, Philip Geidel Jr.; treasurer, Chas. Herb. Board of Managers, S. R. Patterson, Wm. A. McCaffrey, Robert Thorne, I. N. Boarts, W. W. Beatty, L. S. McKallip, Philip Geidel Jr., S. H. Smith, G. W. C. Johnston, F. W. Schomaker, Charles Herb, H. G. Morgan and J. A. A. Geidel. Mr. McCaffrey, the new incumbent for president, is the senior member of the firm of Daniel McCaffrey's Sons and is the youngest man that has, as yet, occupied the chair.

The Milwaukee Chamber of Commerce has adopted two amendments to its rules which are of considerable interest to grain dealers on that exchange. The first amendment substituted the next to the last business day of the month for the last as the settling day for grain contracts for future delivery. The other amendment is as follows: "Members who personally do their own buying and selling, but who clear their contracts through other members or firms doing business on the floor of the exchange, 20 cents per 1,000 bushels of grain or multiples thereof shall be charged and shall be the minimum rate of commission in such cases. But it is hereby expressly understood and declared that all such transactions shall be bona fide trades made for their own account only, and in no case, either directly or indirectly, on behalf of any other person, either wholly or in part."

The Parry Sound-Ottawa route has been carrying this spring an average of 1,000,000 bushels of grain per week.

THE HEATING OF GRAIN.

Apropos the recent discussion of grain "out of condition," the following excerpts from correspondence addressed to the *Millers' Gazette* of London will be of interest. The first extract is by Wm. Goodwin of Buenos Ayres, one of the conspicuous authorities among South American shippers. He says:

"There is a vague idea current that decay of grain is caused by chemical gases; and it appears that an unscientific use of the word 'heating' is responsible for some confusion of thought, just as in regard to the nature of many foods which are rich in nitrogen."

"Germination, fermentation and moldy decay are not mysterious enemies, but are to be explained by laws of nature, and it should be the business of every trader to, in a measure, understand these laws, because once we get the real history of a fact fixed, we know how to act."

"A seed grain must be considered as a living entity, composed of minute cells, although its activity of life can be suspended for a long time under certain conditions, and we must study the most practical and economical methods of providing for those conditions. It may be roughly said that moisture, air (oxygen) and sufficient heat are necessary for animal or vegetable life, including micro-organisms, and that active life of a seed can be suspended for a time if any one of the three be withheld."

"Of course, the best thing to do with grain is to make it really dry and keep it so; but apart from the difficulty of this work in damp weather, on farms or in ordinary warehouses, it must be remembered that grain, especially maize, absorbs moisture from the atmosphere, and also that somebody loses money when grain loses weight. Furthermore, there is a point beyond which drying is unnecessary for the after processes of milling, etc., and it may be more economical to exclude the second factor—air."

"At this point we come to consider the reasons for what is called ventilation on board ship and to note that when grain is thoroughly exposed to air it does not suffer from an excess of heat, as, for instance, when in thin layers on a warehouse floor, or when bags are stowed in open order, and in that way it is protected from fermentation, but not from moldiness. The ventilation in a steamer's hold can only have a very local and partial effect on the entire mass of grain, and was designed for letting out gases, being advisable for coal cargoes, but without any scientific reason for grain cargoes; and cargo surveyors say that the greatest amount of damage is to be found within range of the ventilators, the least being at the bottom of the hold where there is least access of air; of course, always supposing the grain to be of similar quality and condition. In fact, it may be said that ventilation, if thorough, is effective, but if partial, is very dangerous."

"Heat, the third factor, may come from the sun, but on board ship may be the result of some grains germinating, or else it comes from direct fermentation. The heat generated in brewers' vats is well known, and Pasteur demonstrated that it is microbic action; but we do not always consider that the mechanical action of a growing seed develops a considerable amount of heat, and this heat may, in a grain cargo, cause fermentation."

"The investigation of what is called heating of grain is complicated early in the season by what is called 'sweating,' a natural process happening at uncertain periods, which has so far not been scientifically explained. We know from experience that grain is improved by sweating and loses moisture, so that fresh grain may sweat on board ship and yet arrive in good order. Also that it should not be disturbed during the process; but it is sometimes difficult in practice to distinguish sweating from fermentation, and further information is badly wanted."

"It is certain that every year will bring more careful study of the hygienic condition of food stuffs, and the question is closely connected with antiseptic grain storage; that is to say, with the proper method of avoiding injurious fermentation."

Commenting on the above letter an anonymous correspondent says:

"The conditions which determine the safety of grain, whether in warehouse or vessel, are climatic—a dry atmosphere to cure or eliminate the natural juices of the grain; hence the grading of maize 'sail' or 'steamer' grade, the former modified or increased according to the nature of the season, or district of origin, to insure delivery in good condition. Moisture, internal or external, has to be guarded against to prevent deterioration."

"Whether from natural moisture in the grain and the immense superincumbent pressure from above, or from absorption of water in vessel, fermentation so produced evolves germination which is more active when the resulting heat reaches the surface of the mass and comes under the influence of a greater or less volume of atmospheric air, and hence the deductions of some men, even of experience, that fermentation gains less force when closed

down, and when hatches of a ship are removed its activity is thereby increased through liberation. Naturally the heated air tends to rise and find an outlet and become more visible in contact with the colder atmosphere, but the lower strata of the bulk is relieved by the upward draft so induced, and the burning or boiling process modified thereby.

"Ventilation.—Thorough and effective ventilation is not possible in a cargo in bulk; it cannot penetrate the mass. It tends, however, to aid the heat, where it has developed in its struggle to reach the highest point; but if the heated air does not find an exit it becomes condensed by contact with an atmosphere of lower temperature and is deposited as moisture on the surface of the grain and forms a splendid habitat for the growth of mold or fungi.

"What is termed 'sweating' of grain seems to me to be the exudation of excessive moisture consequent on confinement and pressure from above and which in the hold of a ship constitutes a grave danger of fermentation, proportionate to the amount of moisture inherent at time of shipment and hindered only by the length of the voyage after having reached the condition described."

COMMISSION

The Exchange Grain Co. of Minneapolis, Minn., has increased its capital stock from \$40,000 to \$150,000.

J. E. Walker of the Traders' Grain Company has been elected president of the new Kansas City Stock Exchange, vice T. T. Loy, resigned.

W. R. Mumford & Co. of Chicago have opened an office in the Chamber of Commerce Building, Minneapolis, with Clarence H. Taylor manager.

Robert H. Sumner, a grain commission man, of 227 Produce Exchange Building, New York City, is a petitioner in bankruptcy, with liabilities of \$18,832 and no assets.

C. W. Gillett has been admitted as a partner in the firm of C. H. Canby & Co. of the Chicago Board of Trade. He is a son of E. W. Gillett and has been with Chapin & Gaylord.

Hockett's Feed and Commission Company has been organized at Anderson, Ind., with capital stock of \$5,000. The directors are: O. B. Beadle, M. Hockett and J. F. McKim.

Daniel E. Smith, formerly of Annan, Burg & Smith, has opened a new office in the grain commission business at St. Louis, Mo., under the firm name of D. E. Smith & Co.

Carrington, Hannah & Co. have incorporated, without change of name, with capital stock of \$200,000. The incorporators are John S. Hannah, W. T. Carrington and G. M. Patch.

The McCarthy Brothers Company has been incorporated at Duluth, Minn., with capital stock of \$100,000. The incorporators are James H. McCarthy, John F. McCarthy and Thomas G. McCarthy.

The Van Dusen-Harrington Company, grain commission dealers of Minneapolis, opened an office in St. Paul, July 1, and will do a general live stock commission business. W. J. Hartzell has charge of the St. Paul office.

C. W. Eisenfelder & Co. have started in the grain commission business at Kansas City, Mo. The firm is composed of C. W. Eisenfelder, formerly of Galveston, Tex., and F. R. Linton, who is well known in the grain trade of Kansas City.

S. A. Dalton, a brother of James R. Dalton, of the firm of Eschenburg & Dalton, Chicago, will travel the coming season as representative of this firm throughout the West. "Jim" Dalton will be seen by his friends along his customary route as usual.

The Simonds Grain Co. of Kansas City, Mo., will hereafter be known as the Simonds-Shields Grain Co. E. W. Shields, who is now represented in the firm name, has been a member of the firm for eight years, and connected with the office for fifteen years.

Arthur R. Jones & Co. of Chicago have doubled their capital stock, making it \$100,000, fully paid in. They state that the increase of \$50,000 is a surplus fund for the additional security of their customers. The members of the firm are: Arthur R. Jones, president; Robert B. Evans, vice-president and treasurer; Michael J. Ryan, secretary.

The W. R. Mumford Co. of Chicago has enlarged its Minneapolis branch and has placed in charge, C. G. Thayer, a brother of Clarence H. Thayer, the general manager of the company. Owing to increase of business and plans outlined by W. R. Mumford Co., it was found necessary to considerably increase the force, both on the board and in the office, as well as adding to their traveling men on the road. The company will make a strong bid for business in that market. The W. R. Mumford Co. will also hereafter use its own cipher code, of

which it has had 2,000 printed for the use of its customers. The code was compiled with much care and labor, and is made up to exactly suit requirements.

Watson & Co. have opened a brokerage office in the Pioneer Press Building, St. Paul, Minn. The firm is composed of L. T. and H. P. Watson and W. E. Neiler. The Watson brothers have been in business for fifteen years as brokers on the Minneapolis Chamber of Commerce. W. E. Neiler has been cashier of one of the leading Minneapolis banks for the past ten years.

Members of the Minneapolis Chamber of Commerce are asking whether, under the modified revenue law, one whose business it is to deal in puts and calls outside of a board of trade is liable to special tax as a broker. By some it is contended that he is, in view of the fact that neither puts nor calls can be executed on any exchange and that only transactions completed on an exchange are exempt from the brokerage tax.

The E. M. Wallbridge Company, grain commission, has filed amended articles of association, whereby its principal place of business is changed from Northfield, Minn., to Minneapolis, and the original articles so modified as to permit the company to commence business when \$10,000 of its capital stock shall have been subscribed. The incorporators are E. M. Wallbridge, F. J. Tyner and Frank Miller. The capital stock is fixed at \$50,000, and the total amount of indebtedness permitted at \$100,000.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Duty of Holder of Warehouse Receipt to Know About Removal of Wheat.

An owner of a flat warehouse of the capacity of 5,000 bushels of grain borrowed \$2,500 at a bank located in the same block and delivered to the bankers as security a warehouse receipt which recited that he had received from them 5,000 bushels of wheat to be held in store for them in his warehouse, and to be delivered to them on the return of the receipt. He was at the time engaged in buying and selling grain of different kinds, storing it in his warehouse, and shipping it out on his own account. And while he occasionally received into his warehouse grain belonging to others, and held it for them for a few days, yet he never so received any grain except for the purpose of purchasing it. Finally, when he had paid \$1,750 on the loan mentioned, and had but 824 bushels of wheat in the warehouse, he loaded a car with 729 bushels of it, consigned same to a firm of Minneapolis commission men, drew at sight on them, attaching draft to the bill of lading, which he delivered to the bankers, who collected the proceeds and turned the same over to him, and afterward sued the consignees for the conversion of the carload of wheat.

At the trial, the bankers wanted the findings of fact amended to show that they had no knowledge nor information as to the amount of wheat in the warehouse, and did not know that the warehouse receipt held by them covered the wheat in the bill of lading at the time of the shipment of that wheat, nor at the time of the receipt of the bill of lading by them, nor at the time of the accounting and payment by them to the warehouseman for said wheat. But the Supreme Court of Minnesota holds (Mann against Lamb, 85 Northwestern Reporter, 827) that the evidence sustained the findings of the trial court to the effect that the bankers, or receipt holders, consented to the sale and collected the purchase price thereof; and, further, that the court did not err in refusing to amend its findings in the respect requested.

The Supreme Court says that it may be fairly inferred from the evidence that by the slightest investigation or inquiry on their part the bankers could have learned the exact facts. The capacity of the warehouse was only 5,000 bushels, and their receipt called for the same amount; hence every time a carload was shipped out they had notice that wheat upon which they claimed a lien was being sold and that there was not enough remaining in the warehouse to satisfy their receipt. True, the amount of their claim against the warehouseman had been decreased by payments; but, knowing that the amount of wheat in the warehouse was being reduced below the amount covered by their receipt, they were, as against an innocent purchaser, put upon inquiry. It would have been an easy matter for them to have advised themselves as to the amount of grain in the warehouse, which was a small one, and in the same block as their office. A man, the Supreme Court declares, may not shut his eyes, close his ears and keep silent and be heard to say that he has no knowledge of a fact, when he had knowledge of

other facts which, if heeded, would have led directly to knowledge of the ultimate fact in question.

Risks Assumed by an Employee Sent Into a Bin.

The case of Brown against Miller, 62 Southwestern Reporter, 547, was one brought by an employee in a grain elevator, wherein a large quantity of cotton seed had been stored, to recover damages for injuries he sustained in being caught under a falling mass of cotton seed which he had been directed to cave in. He charged negligence in a failure "to manage, construct, equip and operate said elevator in the manner required by law," and a failure "to furnish such tools and apparatus in the operation of said elevator and in the discharge and elevation of said cotton seed from said elevator," as to protect him from any injury or injuries while he was engaged in the discharge of said cotton seed.

But the Court of Civil Appeals of Texas holds that it was not the duty of the master to construct his elevator in any certain manner, and that he was not charged with the duty of furnishing appliances that would protect the employee from injuries. Masters, it says, are not insurers of the persons and lives of their servants. The duty devolving on the master is to use reasonable and ordinary care to provide suitable means and appliances to enable the servant to do his work as safely as the hazards incident to the employment will permit. The master can conduct his business according to his own methods, and the servant cannot recover for injuries inflicted on him by the dangerous methods pursued by the master in the conduct of his business, if he was acquainted with such methods. Where the danger is obvious and open to an inexperienced man, he assumes the risks incident to the business as actually conducted. So the court holds that if this employee could not recover under his allegations, the recovery could not be predicated on the allegations as to the appliances, because they were insufficient to indicate negligence on that score, but the recovery must be based on the allegation as to being ordered to cave the seed in the elevator.

It appeared from the allegations that in some way the seed had become clogged in the chute that conveyed it to the receptacle below; that the foreman had ordered this employee to enter the mouth of the bin from below, and cave the cotton seed which had become fastened; and that he, not realizing the danger, attempted to obey the order, and the seed slipped down and crushed him against the bottom of the bin. It is clear, the court says, that defects in the construction of the appliances furnished by the master had no connection with the disaster, but the negligence, if there was any, must have consisted in sending an inexperienced servant into a position of danger. But it must be presumed, in the absence of any allegation to the contrary, that the employee, or servant, was a man of mature years and of at least ordinary intelligence, and that it must have been apparent to him that, if he began digging at the bottom of an elevator bin filled with such material as cotton seed, in the very nature of things it would be loosened and would probably prostrate him. He went into the mouth of the elevator bin to cause the seed to quit its lodgment in the bin, and when so dislodged the laws of nature necessarily brought it to the bottom of the bin where he had placed himself. It required no experience or training to appreciate the dangers of the situation, but merely the exercise of common sense. He occupied the same vantage ground as the master in discerning the dangers of the situation, and he assumed all risks when he undertook the execution of the order. Wherefore, the court holds that a judgment practically to the effect that no cause of action was stated must be affirmed, and a rehearing was denied.

The great elevator scheme in New York harbor, between Ellis and Bedloe's Islands, has collapsed, E. F. Cragin, the promoter, having failed to get the necessary backing.

A farmer of Ford County, Kansas, who is said to have collected \$20 hail insurance on a wheat field harvested the same field during the last week of June and it turned out 22 bushels to the acre.

Kansas City handled over 52,272,000 bushels of grain during the crop year ended June 30, of which 39,846,000 bushels were wheat, 8,888,000 corn, 3,274,000 oats, and 264,000 bushels rye. The market stands third as a wheat market, and is the greatest winter wheat market in this country.

The following are the claimed records for first receipts of new wheat crop, 1901: St. Louis, June 26, by Charles P. Burr & Co., from Scott County, Mo., inspected No. 2, 61 pounds to the bushel; St. Joseph, Mo., by Dayton Grain Co., from Great Bend, Kan., June 24, inspected No. 2 Red, 64 pounds to the bushel; Baltimore, June 25, by Aaron Lewis & Son, from Northumberland County, Va., was sold at 73 (damp) to 90 cents; Toledo, by Reynolds Bros., July 2, from Missouri, inspected No. 2 Soft, 62 pounds to the bushel.

SEEDS

The Griswold Seed Company is building a new seed storage barn on its farm near Lincoln, Neb.

Quisenberry & Nichols of Lexington, Ky., have erected a seedhouse at that place for the purpose of putting bluegrass seed on the market.

J. R. Ratekin & Son will erect a large seed corn warehouse on the site of their seed warehouse that was burned at Shenandoah, Iowa, in February last.

The John A. Salzer Seed Company's plant at La Crosse, Wis., was damaged about \$150 by a severe storm which swept over that city and vicinity June 28.

Thomas J. Saylor of Reusslaer, Ind., has purchased a half interest in the Lamar Seed, Grain Hay & Coal Company of Lamar, Colo., and the proprietors now are Nowels & Saylor.

Louis Houdery Sr. and Louis Houdery Jr. of France have purchased the old Bridge Works at Peterborough, Ont., and will make of it a modern seed warehouse, for the storage of seed peas.

Commissions for handling cash seed in Toledo this season will be one per cent; on futures, one-half of one per cent. This new rule has recently been adopted by the directors of the exchange.

The increase in the production of cotton in Russian middle Asia, Bokhara, and Khiva in 1900 shows a notable advance over the preceding year, which is chiefly attributed to the use of first-class American seed.

D. B. Patterson has bought the stock of the Josiah Livingston seed store at Des Moines, Iowa, and will continue the business at the old stand. Mr. Patterson has been associated with Mr. Livingston in the seed store for several years.

Timothy seed has advanced sharply of late on reports that the pastures are not looking well and that there will probably be a shortage in the hay crop. The price jumped full 40 cents in a single day (June 17), and the tendency is extremely bullish.

The Oklahoma Seed Company has been incorporated at Granite and Fort Sil, Okla., and Chickasha, I. T., with capital stock of \$25,000. The incorporators are James A. Jones and Benjamin F. Jones of Poteau, I. T., and F. B. Feik and A. B. Feik of Granite, Okla.

Under date of July 8 C. A. King & Co. of Toledo say that out of a large number of reports on clover seed from correspondents in Ohio, Indiana, Illinois, Michigan and other states over half say the prospect now is fair to very good. Most of the complaints come from Missouri and Illinois.

Clover seed is said to have been damaged in Ohio and Indiana by heavy rains. Zahm says that supplies of old seed are the smallest for years. Toledo probably has 5,000 bags. Clover seed is carried in bags containing each 2½ bushels, and all Toledo trades are in 50-bag lots, or 125 bushels.

The Regina West, a Manitoba paper, charges the Dominion government with selling to farmers, at an exorbitant price (76 cents a bushel), seed wheat that was "filthy, smutty stuff, infected with all kinds of noxious weed seeds." A sample of this wheat was sent to the grain inspector at Winnipeg and graded by him "rejected."

Complaints have been made to the Department of Agriculture that Kentucky blue grass seed has been largely adulterated with a cheap Canadian seed that resembles it in size and appearance but does not grow. Recently Edgar Brown, of the Department, visited Kentucky and secured samples of the seed for analysis. It is the intention of the blue grass farmers to petition Congress to enact laws to prohibit the adulteration of this class of seed by making heavy penalties for violations.

The plant industry work of the Department of Agriculture has been organized in one bureau, under Dr. Galloway as director, and some important changes will be made in the distribution of seeds. Special attention will be given to a few promising interests, such as rice, wheat for macaroni, the date palm, cotton, tobacco, pistachio nuts, Dutch bulbs and forage plants. Forty thousand pounds of selected cotton seed will be distributed next year, and a quantity of these seeds, of a special variety, will be imported from Egypt.

According to a recent statement from Washington, the supply of seeds sent out by the government next year will be practically doubled. Each congressman will have at his disposal 14,000 packages of vegetable-seeds, 400 of flowers, 110 of tobacco, 40 of cotton, 30 of lawn grass, 25 of sugar beets, 50 of forage crops, 220 bulbs, 150 strawberries, and 40 of grapes. In addition to doubling the allotment of seeds, each congressman will have 50 trees at his disposal. They will be of different varieties, selected particularly with a view to suit-

ing the climate in which they will be grown. Many of them will be nut trees, such as pecans and other varieties which will grow in this country.

The Iowa Seed Corn Breeders' Association is organized "to encourage and advance the present high standard of excellence of varieties now grown in the state, or that may be introduced from other states, and to encourage the development of new varieties, by holding corn shows, distributing literature, and any other legitimate means of disseminating knowledge along the line of advanced corn culture, by encouraging and protecting in their work the originator, the introducer and the grower of distinct varieties." One of the requirements of its members is that they each deposit with the secretary of the Association at least six sample ears of corn of each variety they offer for sale as seed. Three ears of each sample are to be shown on the cob and the other three are to be shelled and placed, with their cobs, in a receptacle for public inspection, together with a minute description of the variety.

The American Seed Trade Association held its nineteenth annual convention at Rochester, N. Y., June 11 to 13. President Albert McCullough of Cincinnati presided and delivered the opening address. Papers were read as follows: "Facts Pertaining to Plant Life and Growth," by C. L. Allen of Floral Park; "Novelties," by W. J. Mandeville, Rochester; "Celery—Varieties and Sporting Habits," by S. F. Willard of Wethersfield, Conn.; "Kaffir Corn," by A. G. Trumbull of Kansas City, Mo. The Association voted to take out a membership in the National Board of Trade. The following officers were elected for the ensuing year: President Jesse E. Northrup of Minneapolis; first vice-president, S. F. Leonard, Chicago; second vice-president, F. H. Ebeling, Syracuse; secretary and treasurer, S. F. Willard, Wethersfield, Conn.; assistant secretary, A. N. Clark, Milford, Conn.; executive committee, Albert McCullough, chairman, Cincinnati; W. S. Gilbreath, Chicago; H. W. Johnson, Philadelphia; M. S. Griffith, Baltimore; Mel L. Webster, Independence, Iowa. The convention next year will be held at Minneapolis.

Items from Abroad

Among the articles to be taxed to pay the Chinese indemnity to the Powers is grain.

Owing to a failure of crops, all exportation of grain from Persia has been forbidden.

William Goodwin, the Argentine expert, estimates the exportable surplus of that country from last crop at 46,600,000 bushels of wheat, about half of which has already been shipped.

The price of all grains has risen greatly in the state of Puebla, Mexico, owing to apprehensions of a prolongation of the drouth, and the state government has appropriated \$50,000 to buy corn in the United States for the relief of the poor.

A dispatch from St. Petersburg on July 2 said the crops in the province of Saratoff are withering and the grass is scorched, owing to the prolonged heat and drouth. The price of corn is rising and the outlook at Saratoff and in the neighboring Volga districts is alarming. The scarcity promises to be as great as the famine of a decade ago.

Consul Mason from Berlin reports that a memorial has been addressed to the royal government regarding the threatened calamity of a crop failure, in which the assertion is made that there will be in Prussia alone a deficit of 1,766,636 tons (say 64,777,000 bushels) of bread-producing cereals, valued at the average prices of last year, at \$67,246,500. While the crops in the other parts of Germany promise better than those of Prussia, they will be quite below the standard of an average year.

The American consul at Cape Town in a recent report says that the American corn sent to that country is the flint variety and locally known as "horse tooth." It is in little demand. The local corn (mealies) resembles the Argentine varieties and is quite palatable softened, as the natives use it, with water; but American western corn is uneatable, for neither hot nor cold water will soften it. All corn shipped to that country should be shipped in 200-pound bags, and not larger. Importers there allege that their complaints to New York exporters of corn arriving out of condition receive no attention and bring no redress.

A cable to the Washington authorities on June 28 stated that the shortage in the French wheat crop would probably necessitate the importation of at least 36,000,000 bushels this year. The Department of Agriculture has dispatched its chief statistician to Europe, and he is now engaged in collecting statistics as to the production of wheat and other cereals in all Continental countries with the view to furnishing a definite idea as to how much American wheat is likely to be in demand. Crop reports

that continue to come in from all over this country indicate bountiful harvests, and that the United States will be able to meet all of the demands from abroad for cereals and breadstuffs. The French duty on wheat is 37 cents a bushel.

The Leith Dock Commission has made contract with Botsford, Jenks & Co. of Port Huron, Mich., for the erection of a modern elevator of 1,000,000 bushels' storage capacity and a handling capacity one way of 8,000 bushels per hour. This will give the American firm a chain of elevators from the Northwest to Scotland, via Georgian Bay ports.

The Treber-Trocknung (grains drying) Company of Cassel, Germany, failed on July 4. The company was one of the most prominent German industrial undertakings, but it has for a long time been sharply attacked in the financial press, owing to its methods of doing business. For five years it has declared dividends ranging from 25 to 50 per cent, largely realized through the fancy prices of the machinery sold by its branches, which are established in nearly all the continental countries. The company was originally engaged in utilizing brewers' grains and other waste product, but lately it patented a method of wood distillation, which proved worthless. The company's shares have been greatly used in speculation, once reaching 845. They were quoted at 170 before the assignment of the Leipziger bank, and then fell to 20.

Late Patents

Issued on June 11, 1901.

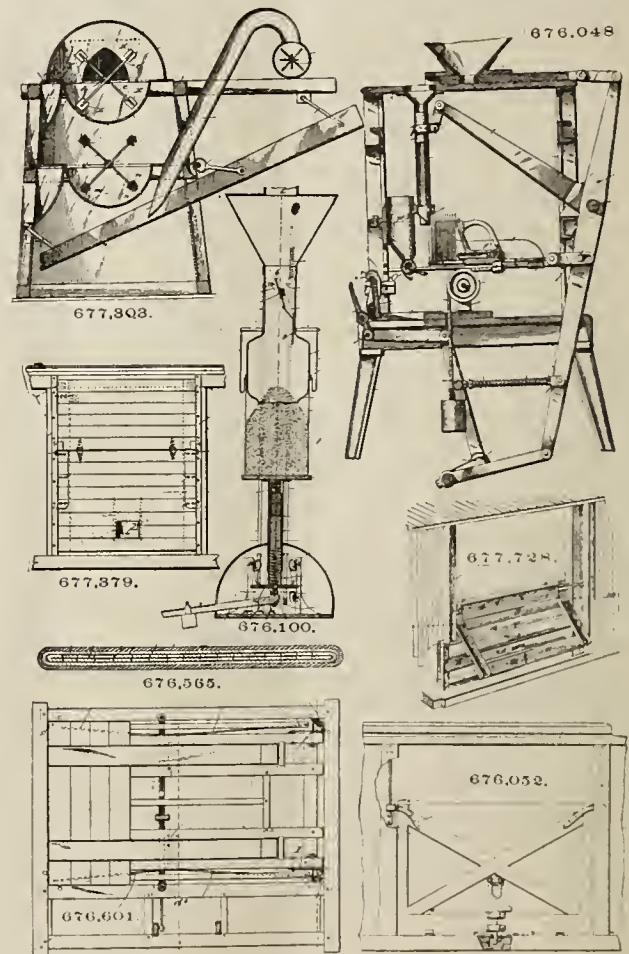
Bag Filling and Weighing Machine.—Arthur Smith and Luke Smith, Easton, Pa. Filed June 28, 1900. No. 676,100. See cut.

Machine for Filling Seed Bags or Packets.—Corwin T. Price, Washington, D. C. Filed Oct. 11, 1900. No. 676,048. See cut.

Grain Car.—Martin Sorlle, New Orleans, La., assignor of one-half to Henry J. Bailey, same place. Filed July 10, 1899. No. 676,052. See cut.

Issued on June 18, 1901.

Conveyor Belt.—Melville Lindsay, Washington, D. C. Filed Feb. 11, 1901. No. 676,565. See cut.



Gas Engine.—Marshall L. Wood, Montpelier, Vt. Filed Nov. 3, 1899. No. 676,523.

Dump Weighing Scale.—Geo. H. Conant, Minneapolis, Minn., assignor to the E. & T. Fairbanks & Co., St. Johnsbury, Vt. Filed April 1, 1901. No. 676,601. See cut.

Issued on June 25, 1901.

Cottonseed Hulling, Reducing and Separating Machine.—Cornelius Young, Selma, Ala. Filed July 19, 1900. No. 677,303. See cut.

Issued on July 2, 1901.

Grain Car Door.—Elmer V. Williams, St. Louis, Mo. Filed Jan. 18, 1901. No. 677,728. See cut.

Grain Door.—Peter J. Stone, Athens, Pa., assignor of one-half to Abram I. Decker, Waverly, N. Y. Filed April 4, 1901. No. 677,379. See cut.

Fires - Casualties

Letcher & Witt's grain warehouse at Richmond, Ky., was burned recently.

Wm. S. Burk's grain warehouse at Bedford City, Va., was struck by lightning and burned. No insurance.

A heavy storm in Kay County, Okla., ruined the wheat crop of 400 farms west and northwest of Blackwell.

Fire destroyed the corn cribs and elevator of the Pratt-Baxter Grain Company at Clarksdale, Ill., July 7. Loss, \$7,000.

Baker & Reid's elevator at Indian Head, Assa., was destroyed by fire June 27, together with about 15,000 bushels of wheat.

The elevator of G. H. Warren at Middletown, Ill., was demolished by a heavy windstorm June 22. The elevator was completely wrecked.

The elevator of Charles E. Groce, at Ashville, Ohio, was struck by lightning and slightly damaged during the storm of June 13.

The Peavey Elevator, at Wakefield, Neb., was struck by lightning at midnight June 20 and was burned to the ground. It is a total loss.

During a heavy storm June 26 the roof was blown off the elevator of the Leesburg Grain & Milling Company's elevator at Leesburg, Ind.

The elevator of the Folda-Saley Company at Schuyler, Neb., was damaged by fire June 30 at noon, caused by a spark alighting on the roof from a passing locomotive.

Goodrich Bros.' hay and grain warehouse at Winchester, Ind., was burned June 26. The fire started from a hot box on the hay baler. Loss, \$5,000; insurance, \$3,250.

The elevator of Rose & Ranz at Claytonville, Ill., was struck by lightning July 2 and burned to the ground. There were about 6,000 bushels of grain in the elevator at the time.

The grain elevator of Silvers & Weber, at Huntington, Ind., was burned June 29. The loss was \$12,000, with \$7,000 insurance. The fire is believed to be the work of an incendiary.

Fire broke out in the Rock Island Elevator at Wichita, Kan., about 1:30 o'clock in the morning of June 30 and building and contents were burned. The loss is estimated at \$50,000, insured.

The grain elevator of the J. C. Smith & Wallace Company at Newark, N. J., was burned June 23, with a loss of \$100,000. Insurance, \$72,000. The company will rebuild as soon as possible.

F. Didier & Son's grain elevator at Versailles, Ohio, was burned July 6. Almost the entire business section of the town was destroyed. The loss on the elevator building was \$3,000; on stock, \$7,000.

The Monarch Elevator, at Bowden, N. D., was destroyed by fire June 12. The fire started in the pit of the elevator from cause unknown. Two carloads of corn and four of wheat were lost in the flames.

The Duluth Elevator, of the Peavey Company, at Halstad, Minn., was struck by lightning June 24 and burned to the ground. It contained 2,500 bushels of wheat and several carloads of flour and feed. The elevator was well insured.

Fire destroyed the elevator at Morden, Man., leased by Kellett, Parkes & Riley, about 1 o'clock a. m., June 19. The other elevators near by were saved by prompt work of the fire brigade. Building and contents were insured.

R. P. Lipe's grain elevator at Bryan, Ohio, was burned July 2 at night, with 6,000 bushels of grain. The origin of the fire is a mystery. The elevator was being repaired and new machinery added. The loss was \$10,000; insurance, \$7,000.

One of the elevators at Shelby, Neb., belonging to the Omaha Elevator Company, was struck by lightning June 18, on the end of the north gable, exactly where it was struck two years ago. The damage was slight in both instances.

Lightning struck and destroyed the eupola of the grain elevator of Henshaw & Licklider, at Martinsburg, W. Va., June 20. The bolt ran down into the office, knocked the pen with which Mr. Licklider was writing from his fingers, and seared his hand.

Fire at Westfield, Iowa, June 18, at 10 o'clock p. m., destroyed the grain elevators of Hopkins & Co. and the McCaull-Webster Elevator Company. The fire is supposed to have started from the pipe of a tramp. The loss on buildings is estimated at \$2,000 on each. In the McCaull-Webster elevator there were 7,900 bushels of wheat, 1,000 bushels of corn and 200 bushels of oats. In the Hopkins ele-

vator there were 6,000 bushels of wheat and 1,200 bushels of corn. The loss was partially covered by insurance.

Thousands of acres of ripe wheat in Ellis and Gove counties, Kansas, have been burned, being set by sparks from passing trains. Some of the wheat had been cut. Two teams and a large amount of harvesting machinery are reported burned.

Fire in the Coatsworth Elevator at Buffalo, N. Y., June 25, was extinguished by prompt work of the firemen. The Coatsworth has not been used for eighteen years, but on either side of it are the Kellogg and the City elevators, both of which were in imminent danger.

At noon, June 18, an attempt was made to burn Moore Bros. & Felthous' elevator at Corwith, Iowa. A fire was built underneath the building while the employees were absent at dinner. They returned sooner than usual and extinguished the flames just in time to prevent a very disastrous fire.

Carrington, Hannah & Co.'s elevator and corn cribs at Exline, Ill., were burned on the afternoon of June 18. The blaze was caused by sparks from a locomotive. About 4,000 bushels of corn in the cribs were consumed. Risser Bros.' corn crib also was burned. The losses were covered by insurance.

The Iowa Central Elevator at Martinsburg, Iowa, was burned June 14 about 2 o'clock in the afternoon. The origin of the fire is not known. The elevator contained about a carload of oats, which were burned. Building and contents were owned by Mrs. Emma Crawford of Hedrick, Iowa. The insurance was \$500.

Lightning struck the elevator of the Wabash Railroad at North Manchester, Ind., June 14, and tore a big hole in the roof. The flames which broke out were quickly extinguished by the heavy rain. Several thousand bushels of grain in the bins were badly damaged by water. The grain was insured for \$2,000.

Frank Plum, an employee of the Kansas City Grain Company, at Kansas City, Mo., was severely injured while placing a belt on a pulley June 6. His clothes were caught on the wheel and he was hurled to the ground with terrific force. His left arm was fractured between the wrist and elbow and he was badly bruised.

C. E. Murray, agent for the Monarch Elevator Company at Sheldon, N. D., had a narrow escape from suffocation in a flax bin. The flax had formed a crust on top, under which was an open space about ten feet deep. Murray stepped onto the crust and it gave way and precipitated him to the bottom. He groped around and found the ladder and climbed out.

The Ryan Elevator at Buffalo, N. Y., owned by Thomas M. Ryan and Stephen Clarke, was burned early in the morning of June 18. The fire started in the adjoining Frontier Mill, and after destroying the mill spread to the elevator and other property near by. The Ryan Elevator was valued at \$45,000, and was insured for about half that sum. It did not contain much grain.

Thomas Lyons' broomcorn warehouse at Areola, Ill., was burned on the night of June 20. The fire was caused by a stroke of lightning. Over 125 tons of broomcorn, owned by the Union Broom Supply Company, was consumed. The loss was \$12,500 on the brush, and about \$1,500 on the building; fully insured. Several men in the building at the time were stunned by the shock.

Six men at work on a temporary platform erected on a scaffolding inside one of the steel tanks at the Eastern Elevator, now in process of erection at Buffalo, N. Y., were thrown down by the breaking of the platform. One man grasped the scaffolding and was saved; the other five fell to the ground and all were killed. They were: John Keefe and James Carroll of Buffalo; W. Krause of Greenville, Ohio; John Corbett of Hartford, Conn., and Peter Krotzinger of Fremont, Ohio.

The Jaques Elevator at Lincoln, Neb., was burned on the afternoon of June 15. The fire caught in a pile of cobs from a spark from a locomotive. The elevator had just been cleared of all grain, and the foreman had left the building to turn over the keys to H. O. Barber & Son of Lincoln, who had bought the building of C. M. Jaques for \$20,000. Part of the purchase money had been paid and the ownership will doubtless be settled in the courts. The loss is estimated at \$15,000, with insurance of \$7,500.

The warehouse of the Tacoma Grain Company, at Reardan, Wash., was burned June 21 at night, with about 12,000 bushels of wheat. Both building and contents were insured. The warehouse was known as a combination plant, capable of handling either bulk grain or sacked grain. It was built twelve years ago, and had a capacity of about 65,000 bushels, and arrangements were under way for doubling its capacity. The fire is thought to have been of incendiary origin. A new warehouse will be

erected, to have a capacity of about 150,000 bushels, and to handle sacked grain only.

Fifteen thousand acres of wheat were burned near Great Bend, Kan., July 8. It is estimated that fully 300,000 bushels of grain were destroyed. The wheat was nearly all in stack, though some of it was standing. A lighted cigar carelessly thrown into the stubble started the blaze. A fierce wind was blowing, making it impossible to check the headway of the flames. The insurance is small.

James Godshalk's elevators at Vicksburg, Mich., were burned about 3 o'clock Sunday morning, June 30. The cause of the fire is not known. The buildings were insured for \$1,800. Kent & Co. of Kalamazoo, Mich., operated the elevators, and they lost about 2,500 bushels of grain, besides seeds, beans, hay and flour, with insurance of \$1,500. The buildings were erected in 1881 and the machinery was operated by a 15-horsepower gasoline engine.

J. E. Kennell's elevator on the Iowa Central Railroad at Fremont, Iowa, was destroyed by fire June 12, and Frank Gunn, a young business man of Fremont, was burned to death. The fire started during the absence of the workmen at dinner and its origin will never be known. Gunn was the only person in the building at the time and his charred remains were found in the scale room. He was 28 years of age, married, and leaves a wife and one little daughter. The elevator was of 25,000 bushels' capacity and was valued at \$5,000. It contained 6,500 bushels of shelled corn, 1,500 bushels of oats and 500 bushels of barley. The total loss was about \$8,000, with \$6,000 insurance. Mr. Kennell will rebuild at once.

FLAXSEED

The flax crop of Idaho this year is estimated at 280,000 bushels. The surplus of this crop, which will be a large percentage, will probably be shipped to the Orient.

McCarty Bros. & Co. of Minneapolis have brought suit against the American Linseed Company for \$700 damages for failure to deliver 2,000 bushels of Argentina flaxseed purchased some time ago.

Linseed oil has steadily advanced in price, owing to scarcity of flaxseed. It will be August 15 before southern grown flaxseed reaches the northern markets, and a month longer before oil made from that seed can be offered for sale.

Reports from the Devil's Lake region of North Dakota, near Church's Ferry, are to the effect that a bug has made its appearance in the flax fields and has destroyed large areas. One field of 200 acres is said to have been totally destroyed.

A field of flax that had stood in the shock all winter on Frank Krokowski's farm near Crookston, Minn., was thrashed out June 9 and yielded 100 bushels of No. 1 flax. When frozen up last fall the shocks were standing in water up to the bands. The grain is now said to be well cured, grades well and thrashes easy.

It is proposed to put up a line of elevators in North Dakota exclusively for handling flax. J. W. Von Neida, president of the Red River National Bank, Dr. J. H. Satterthwaite and Senator S. W. Lewis are at the head of this movement. They are now negotiating with grain men relative to the proposed line of flax houses.

The estimate of the Commercial Record of the flax area this year is 2,750,000 acres, as follows: Kansas, Mississippi, Oklahoma and Nebraska, 270,000 acres; Iowa, 100,000; Wisconsin and scattering, 40,000; Minnesota, 555,000; South Dakota, 360,000; North Dakota, 1,430,000. No attempt is made at this time to estimate the average yield.

The cash flaxseed situation seems bullish. Crushers must have the seed to keep their mills going, and holders will not sell except at high prices. At the close of June cash seed was selling in the Chicago markets at \$1.80 and upward. In a single week the price jumped ten cents. At the same time September was selling at 40 cents less, which shows that faith in the future is weak as compared with the cash situation.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

J. P. Steffy, Henderson, Ky.
Worthy Lee, Campbell, Neb.
D. A. Robinson, Seattle, Wash.
L. V. Thistle, Coldwater, Mich.
G. M. Robinson, President Charter Gas Engine Company, Sterling, Ill.
A. F. Shuler, Minneapolis, Minn., representing Huntley Manufacturing Company, Silver Creek, N. Y.

HAY

G. W. Benner has opened a hay market at Herman, Minn.

Leonhart, Lewis & Co.'s hay warehouse at Knoxville, Tenn., has been damaged by fire.

Experiments with brome grass in South Dakota show good results. Three tons to the acre from wild prairie is the usual estimate.

The eighth annual convention of the National Hay Dealers' Association will be held in Indianapolis, Ind., in September of this year.

Farmers in the vicinity of Wichita, Kan., expect to get four crops of alfalfa this year, and six tons to the acre. The hay is worth from \$5 to \$7 a ton.

In Oregon a good deal of the lightest wheat will be cut for hay. When wheat is low in price it has been found more profitable to make wheat hay than to thrash.

The Pacific Mail Steamship Company has been awarded the contract to carry 4,000 tons of baled hay from Puget Sound to Manila for the government at \$4.50 per ton. The rate previously was \$5.

Albert & Snyder, who lately built a \$6,000 hay wharf and warehouse at Portland, Ore., have let contract for a further addition to the wharf, to cost \$10,000. They have several hay compressors now at work there.

The drouth which threatened to destroy the hay crop of western North Dakota and to ruin the pasturage on the great ranches was broken early in June, and the ranges are now producing an abundance of hay, amply sufficient to carry the ranchmen through the winter.

The Dominion Hay Company of Montreal, Canada, has been incorporated with capital stock of \$20,000. The incorporators are: C. B. Jameson and F. G. Judd of St. John, N. B.; Joseph Rudd, New York; J. A. Raymond, St. Johns, P. Q.; George E. Ouimet, Louisville, P. Q.

The Kansas Experiment Station recommends cow-pea hay as nearly equal to alfalfa in feeding value and containing nearly one-half more flesh and milk making material than clover hay. In Kansas cow peas can often be grown as a second crop after wheat and oats.

The Union Grain and Hay Company of Cincinnati, Ohio, has made extensive additions and improvements in its hay warehouse at Sixth Street and Mill Creek, Cincinnati. The completed warehouse will be 325 feet long by 50 feet wide, and will have a capacity of 200 cars, or 2,000 tons.

A fertile valley in the southwestern corner of Montana, known as Big Hole Basin, is noted for its production of hay. It is estimated that this year's crop will easily reach 100,000 tons. One ranch, which raises timothy almost exclusively, produces from four to four and one-half tons to the acre.

Hay is being harvested in the vicinity of Montreal, Canada, and the crop will be very large. It is going into the barns in excellent condition and is selling at \$10 on track for best grades, and \$7.50 to \$9 for lower grades. The export demand is good, a single week's shipment to the United Kingdom being 6,278 bales.

Heavy buying of hay for future delivery by Chicago dealers is said to indicate an attempt to corner the market. Circulars have been sent out to hay growers in Minnesota, the Dakotas, Iowa and Nebraska, asking for bids on hay futures and announcing that the Chicago dealers will purchase all the hay they can get.

A. Ch. Girard, professor at the Agronomical Institute in France, says that furz, which grows plentifully on waste lands, makes a fairly good hay. He believes that 250 pounds of furz are fully equivalent to 100 pounds of hay. The thorny portion contains the most nourishment, and the entire plant must be crushed or pounded before it can be fed.

Goodrich Bros.' hay shed at Winchester, Ind., was burned to the ground June 26 in the forenoon. The fire originated in a hot box on the hay baler. There were 140 tons of hay in the building, seven carloads of baled hay and sixty tons of loose hay. The firm had just shipped over 2,000 bales of clover hay. The loss was over \$5,000, with \$3,250 insurance.

Late reports as to the condition of the hay crop indicate damage in different sections of the country. In some parts of Connecticut the outlook is discouraging owing to cool weather early in the spring and drouth later. In some parts of Minnesota also the hay crop has been damaged by severe wind and rain storms. In portions of Kansas dry weather has shortened the crop and the harvest will hardly be sufficient to meet the home demand. Similar complaints of drouth come from parts of

Missouri, and it is predicted that both Kansas and Missouri will import hay from Iowa this year.

An order was received at the Department of Agriculture, Ottawa, Ont., June 24, for 10,000 tons of hay to be shipped from Canada to South Africa in August for the imperial government. This makes over 50,000 tons of hay that has been shipped from Canada since the beginning of the war and nearly 40,000 tons since January 1 of this year.

The Minnesota hay crop will be a large one, all predictions of a light yield having been contradicted since the heavy showers early in June. In some localities the rains are said to have damaged marsh grass and the hay on moist lands, but present expectations are for a splendid hay crop in Minnesota. Farmers generally will bale their hay on the farm.

Nebraska farmers are raising alfalfa extensively. Three crops a year, sometimes four, are raised. The average yield is from two to two and a half tons to the acre at each cutting, and sometimes goes as high as six, while it commands a price ranging from \$4 to \$6 a ton. It can be raised each year with certainty for an indefinite term of years, and it does not exhaust the soil.

Contracts have been let for 3,000 additional tons of hay to be shipped from Puget Sound to the Philippines, as follows: Lily, Bogardus & Co., 1,050 tons; Galbraith-Bacon Company, 300 tons; W. W. Robinson, 500 tons, all of Seattle; Balfour, Guthrie & Co., 600 tons; P. J. Fransioli, 200 tons; Brokaw Bros., 150 tons; William Birmingham, 100 tons, all of Tacoma. The average price paid was \$21 per ton.

A single crop of hay is harvested annually from the government lands surrounding the various department buildings in Washington. These lands comprise about 150 acres in the heart of Washington. The army of laborers in the employ of the government harvest the crop, which is used to feed the horses used by the various departments. The inferior grades of hay, after the horses have been supplied, are given to the departments for packing purposes. Every year the finest hay stack produced is presented to the President as a gift from the Department of Public Buildings and Grounds to the executive's horses.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in Chicago during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending June 15, sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; No. 3, \$9.50@10.00; Not Graded, \$10.00@11.50; Choice Prairie, \$11.50@12.50; No. 1, \$11.00@11.75; No. 2, \$9.50@10.50; No. 3, \$8.50@9.00; No. 4, \$7.50. Rye Straw sold at \$8.50@10.50. Wheat Straw at \$6.25@7.75, and Oat Straw at \$6.00@6.25. The receipts for the week were 3,563 tons, against 3,336 tons for the previous week. Shipments for the week were 142 tons, against 251 tons for the previous week. The market for Timothy Hay was quiet and steady during the early part of the week. Only a moderate inquiry existed and the offerings were rather large. The market for Prairie Hay was quiet throughout the week. Choice grades met with a fair demand, but the low and medium grades were dull.

During the week ending June 22, sales of Choice Timothy ranged at \$13.25@14.00; No. 1, \$12.00@13.50; No. 2, \$11.00@12.50; No. 3, \$10.50@11.00; Not Graded, \$9.00@10.50; Choice Prairie, \$11.75@13.00; No. 1, \$9.00@12.00; No. 2, \$9.50@10.50; No. 3, \$8.00@9.50; Not Graded, \$10.00. Rye Straw sold at \$8.00@9.75. Wheat Straw at \$5.50@7.00, and Oat Straw at \$5.25@6.00. The receipts for the week were 2,787 tons, against 3,563 tons for the previous week. Shipments for the week were 111 tons, against 142 tons for the previous week. During the early part of the week the market for Timothy Hay ruled quite firm. Later the feeling became weaker, but no material change in prices. The demand for Prairie Hay was quiet and rather dull with receipts fair and demand light.

During the week ending June 29, sales of Choice Timothy ranged at \$13.00@13.75; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; Not Graded, \$9.00@12.50; Choice Prairie, \$12.00@13.00; No. 1, \$11.00@12.00; No. 2, \$10.75@11.00; No. 3, \$7.25@9.00; No. 4, \$6.50@7.00; Not Graded, \$11.00. Rye Straw sold at \$7.00@9.00. Wheat Straw at \$5.00, and Oat Straw at \$5.00@6.00. The receipts for the week were 3,457 tons, against 2,787 tons for the previous week. Shipments for the week were 81 tons, against 111 tons for the previous week. Only a moderate local demand for Timothy Hay existed, and the offerings were large. A weak feeling prevailed and prices declined 25@50 cents per ton. Prairie Hay was quite firm throughout the week for choice grades. Medium and low grades were in liberal supply and the demand was light.

The expenses of the state grain inspection office of Kansas exceeded receipts by \$200.41 during May.

BARLEY

AND MALT

The Manitowoc Malting Company will erect another elevator at Manitowec, Wis.

The Wisconsin Malt & Grain Company is erecting a new elevator at Appleton, Wis.

Frederick H. C. May of Buffalo, N. Y., has patented a pneumatic malting and drying apparatus.

The old Burt malt house at Albany, N. Y., was burned early in the morning of July 3. The building, which was of little value, was occupied by several firms for other than malting purposes.

The Dakota Malt & Grain Company has been incorporated at Sioux Falls, S. D., with a capital stock of \$200,000. The incorporators are Aloys G. Levinger, Moses Kauffmann, C. E. McKinney, and others.

The Conrad Seipp Brewing Company of Chicago has contracted with the Saladin Pneumatic Malting Company of Chicago to install the Saladin system in place of the old style system of floor malting now in use.

State Grain Inspector George P. Wright of Washington says that there is a large increase in the barley acreage of that state this year, and anticipates a larger yield of that cereal than ever before produced there.

Charles A. Purcell has resigned as vice-president and general manager of the western division of the American Malting Company, and Fred Vullman, former manager of the Milwaukee division, has been elected to succeed him.

The Pabst Brewing Company of Milwaukee, Wis., whose malting plant and elevator were recently partially destroyed by fire, will abandon the old style of floor malting and will install the Saladin-Prinz Pneumatic System.

The Calumet Malting Company, Archer Avenue, Chicago, has let contract to the Saladin Pneumatic Malting Company of Chicago, for Saladin-Prinz Pneumatic Kilns, to be installed at once in place of the old-style kilns now in the plant.

A rumor has been started to the effect that a special committee of stockholders of the American Malting Company, appointed at the last annual meeting to consider a plan of recapitalization, has perfected a plan and is ready for action upon it.

The Red Wing Malting Company has been organized at Red Wing, Minn., and will build a 400,000-bushel malting plant and a 200,000-bushel elevator in that city. John H. Rich is president, Tams Bixby vice-president, and W. C. Krise general manager. The capital stock is \$100,000, and work will begin at once.

The Calumet Brewing Company is a new addition to the list of Chicago breweries. This company recently purchased a brick block formerly used for stores and dwellings, and located on the northeast corner of Notre Dame Avenue and One Hundred and Sixth Street, South Chicago, and has remodeled and enlarged the property and converted it into a modern brewing plant.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.		Bushels.	Value.
Imports—			
May, 1900	15	\$	13
May, 1901	3		2
Eleven mos. ending May, 1900.	189,714		90,993
Eleven mos. ending May, 1901.	170,998		84,068
Exports—			
May, 1900	971,575		448,796
May, 1901	158,900		78,237
Eleven mos. ending May, 1900.	22,549,627		10,707,698
Eleven mos. ending May, 1901.	6,036,412		2,769,583

BARLEY MALT.			
Imports—			
May, 1900	400	\$	325
May, 1901	1,081		1,266
Eleven mos. ending May, 1900.	3,999		3,802
Eleven mos. ending May, 1901.	4,420		4,567
Exports—			
May, 1900	20,463		15,746
May, 1901	42,528		29,258
Eleven mos. ending May, 1900.	273,915		198,085
Eleven mos. ending May, 1901.	307,527		218,435

July will close at Minneapolis with elevator bins well cleared of old wheat and ready for the new crop.

The broom corn area of Central Illinois has been largely increased this season, the estimates being 80,000 acres against 61,000 last season.

PERSONAL

Charles Elam has been appointed grain inspector of Vigo County, Ind., with headquarters at Terre Haute.

H. L. Windsor of Hornsby, Ill., is the buyer for the new Farmers' Grain & Elevator Company at Bethalto, Ill.

Breedlove Smith has resigned his position as manager of the McClure Elevator Company's elevator at McClure, Ill.

Carol Bennett, of the Calumet Elevator Company, Chicago, was married to Miss Catharine Turley at Antioch, Ill., recently.

T. Thompson is now in charge of the elevator of R. E. Jones & Co., formerly owned by E. M. Wallbridge, at Cannon Falls, Minn.

Frank M. Bunch, with Rumsey, Lightner & Co., Chicago, spent the greater part of June sightseeing in Colorado. His wife accompanied him.

O. T. Huyck of Mitchell, S. D., has been promoted to the position of auditor for the Spencer Grain Company, with headquarters at Minneapolis.

J. Van Cuyck, representing the grain house of Emil Van Cuyck & Co. of Antwerp, Belgium, has been visiting the grain centers of this country.

James P. Smith, father of Lloyd J. Smith, and a well-known grain merchant, left an estate valued at about \$4,000, the larger part of which he willed to his widow.

Edwin D. Winslow, consul-general to Sweden, has repurchased his membership on the Chicago Board of Trade, and will shortly take up the grain business again in this city.

Edward Harrison, manager of the Potter Bros. grain store at Athol, Mass., has been transferred to the Greenfield headquarters of the firm, and is succeeded by a Mr. Perley.

"Heiney" Hymers, with Eschenburg & Dalton, Chicago, spent July 4 with out-of-town friends. He returned a little bit sunbrowned but showed no other signs of the fireworks.

M. M. Day, who has been connected for years with the firm of W. H. Beebe & Co., Chicago, which recently retired from business, has associated himself with E. W. Wagner.

L. E. Davidson of McGregor, Ia., has been appointed manager of an elevator in Minneapolis. His son, Orlando E. Davidson, will manage the Spencer Elevator Company's business at McGregor.

J. T. Wayland, manager of the feed department of the Benton Grain Company of Kansas City, Mo., was married in that city June 22 to Miss Mary E. Brougham, daughter of Judge Thomas H. Brougham.

F. J. Smith, who has been traveling superintendent for the Osborne-McMillan Elevator Company for the past ten years, has been promoted to general superintendent, with headquarters at Minneapolis.

Robert McMillan, chief grain inspector for the New Orleans Board of Trade, has recently made a tour of inspection of northern grain centers for the purpose of studying the different systems of grain inspection.

P. H. Eschenburg, of Eschenburg & Dalton, Chicago, left Chicago July 8 for a trip with his wife through the East. They will visit New York, Boston, Washington, Niagara Falls and the ocean resorts, and will return home early in August.

Arthur A. Buckingham, who has been traveling representative in Minnesota and Dakota for the Ames-Brooks Company of Duluth, is now superintendent of the National Elevator Company's houses in South Dakota, with headquarters at Ortonville, Minn.

George B. Powell of Peoria, Ill., has been appointed by Governor Yates as chief clerk of the grain inspection department of the Railroad and Warehouse Commission at Chicago. Mr. Powell has been chief grain inspector of the Peoria Board of Trade for fifteen years.

Thomas C. Conners has been appointed agent for the Cleveland Grain Company at Harris, Ill., succeeding W. B. Sill, who has bought an elevator at Farmer City, Ill. Mr. Conners has been assistant at the Harris Elevator at various times during the past five years.

William A. McCaffrey, senior member of the firm of Daniel McCaffrey's Sons, Pittsburg, Pa., has been elected president of the Pittsburg Grain and Flour Exchange for the ensuing year. Mr. McCaffrey is the youngest man who has ever occupied the chair. The other officers are: Vice-president, S. H. Smith; secretary, Philip Geidel Jr.; treasurer, Charles Herb; board of managers, S. R. Patterson, William A. McCaffrey, Robert Thorne, I. N. Boarts, W. W. Beatty, L. A. McKallip, Philip Geidel Jr.,

S. H. Smith, G. W. C. Johnston, F. W. Schomaker, Charles Herb, H. G. Morgan and J. A. A. Geidel.

A. P. Dutton, or "Perry" Dutton, as he is familiarly known, was the pioneer grain merchant in Racine, Wis. He is now 79 years old and has been president of the Racine County Old Settlers' Society for the past fifteen years, and was very active in promoting the remission of that society which took place June 27 of this year.

Frank G. Logan has retired from active business on the Chicago Board of Trade, and the firm of F. G. Logan & Co. is succeeded by Logan & Bryan, Theron Logan and Benjamin B. Bryan becoming active managers. Mr. Logan is 50 years old and has been on the Board of Trade for twenty-five years. He believes that a man who has made a success in business should retire at the half-century mark and give younger men a chance. He will retain a silent interest in the new firm of Logan & Bryan, but in order to cut himself off completely from all active interest he has given his Board of Trade membership to Henry Nicolay, who for twelve years has been his New York manager. The new firm, Logan & Bryan, composed of Benjamin B. Bryan and Theron Logan, who have been in the firm for ten years, have a capital of \$500,000, of which F. G. Logan has \$250,000, as "special." Ben Bryan has \$150,000, and Theron Logan \$100,000. Ben Bryan has for a number of years held the firm's seat in the New York Stock and Cotton exchanges, and Theron Logan has the Chicago Stock Exchange membership. The firm has 17,000 miles of private wires, and is the largest private wire house in the stock and grain trade.

OBITUARY

John W. Spellman, a grain merchant of Lincoln, Ill., died June 30 at Battle Creek, Mich., aged 65 years.

James A. Smith, an old resident of Troy Grove, Ill., and a grain dealer at that place, died June 28, aged 71 years.

John Oliver Smillie, son of William Smillie, chief supervising inspector of the Illinois grain department, died June 26. He was a clerk in the office of Counselman & Co.

Louis G. Graff, senior member of the firm of L. G. Graff & Son, grain merchants of Philadelphia, Pa., died June 29. He was 82 years old and in excellent health until a few hours before his death.

Lieutenant J. D. K. Smith, formerly manager of the Peavey Grain Company's office at Des Moines, Iowa, died at his old home in Woodfield, O., June 28, aged 60 years. He was a veteran of the Civil War.

Cornelius H. Vandyke, superintendent of the International Grain Elevator Company of New York, died suddenly June 8 at the home of his daughter at Hampton, near Newport News, Va. He was 74 years of age.

C. J. Henley, a prominent young business man of Portland, Ind., and son of Jason Henley, for many years manager of the Jay Grain Company's elevator in that city, committed suicide June 29 by shooting himself through the heart.

Benjamin Vincent, a well-known grain and hay dealer of Lowell, Mass., died at his home in that city July 4, after an illness of three weeks with heart trouble. Deceased was 59 years of age. He is survived by his wife and one daughter.

Augustus A. Parker, a member of the firm of Holden & Co., and for thirty years identified with the Chicago Board of Trade, died of apoplexy June 1 at midnight in his apartments at the Lexington Hotel, Chicago. He was 60 years old. His wife and two daughters survive him.

George Millhon, a grain dealer of Blue Mound, Ill., fell dead from heart disease June 24. He was 57 years old and a bachelor. He had been ill for several weeks and had been under treatment at a sanitarium, but was returning home at the time of his death. A brother and three sisters survive him.

Milton J. Kingsley died at his home in Plainfield, Conn., June 24, aged 52 years. Deceased was a native of Norwich, Conn., and in 1871, with his father, he opened a grain store at Plainfield. Since the death of his father Mr. Kingsley had managed the business, which had become extensive. He leaves one daughter.

Frederic Tyson died recently at Baltimore, Md., aged 73 years. For many years Mr. Tyson was one of the largest grain exporters in Baltimore. He was a descendant of Reynier Tyson, who came to America with William Penn. Frederic Tyson's father, Nathan Tyson, was a grain merchant and first president of the Corn and Flour Exchange, now the Baltimore Chamber of Commerce. Fred-

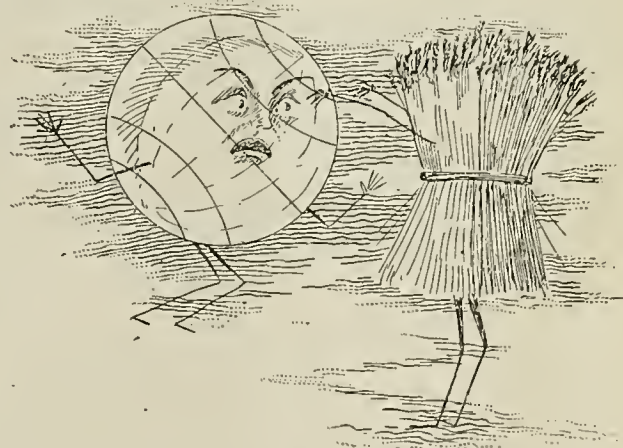
eric Tyson and his brother succeeded their father in the grain business, under the firm name of Tyson & Bro. The firm was well known in America and abroad. About twelve years ago Mr. Tyson retired from business. He is survived by his wife and one son.

John Doig died at Chicago June 14, aged 45 years. He was a native of Glasgow, Scotland, and came to Chicago when a boy of 15, and secured a position on the Board of Trade. He was on the Board for nearly thirty years. He was stricken with paralysis a week before his death. Deceased leaves a wife and two children.

Jonas P. Curtiss died at his home in New Britain, Conn., June 20, aged 69 years. Mr. Curtiss was a native of Connecticut. About thirty years ago he formed a partnership with J. S. Douglass in the grain and flour business at New Britain, Conn., and later bought out his partner's interest and conducted the business in his own name. He is survived by his wife and two daughters.

John S. Hannah, president of the firm of Carrington, Hannah & Co., one of the leading grain firms on the Chicago Board of Trade, died July 5 at his summer home in Lake Forest, Ill., of liver trouble. He was 55 years of age and a native of Charlotte County, Virginia. He came to Chicago in 1877 as representative of the provision house of William P. Harvey & Co. of Baltimore. In 1894, he joined with others in organizing the firm of Carrington, Hannah & Co., and bought out the business of William P. Harvey & Co., changing it from provisions to grain. The firm operated extensively in the cash grain and elevator business. Mr. Hannah is survived by his wife and three children.

William Dresbach died at his residence in San Francisco, Cal., June 28, aged 67 years. He had been ailing for several days. His death was due to heart failure. Mr. Dresbach was at one time known as the Napoleon of the Wheat Market. In 1887 he, with others, attempted to corner the world's wheat supply. They bought wheat in San Francisco, Chicago, New York and Liverpool, and the Nevada Bank, backed by J. C. Flood and James G. Fair, advanced the money to make these purchases. The wheat corner was a failure, and Dresbach and the bank lost millions. It is said that J. C. Flood was in danger of losing his entire fortune, and would have lost all had not James G. Fair come to his assistance. As it was he dropped nearly \$6,000,000. Dresbach's fortune was entirely swept away, and although he remained in the grain business until his death he never recovered his losses. Mr. Dresbach was a native of Germany and came to this country in 1852, settling in St. Louis. He went with the gold seekers to California and opened a store at Davisville, where he bought and sold wheat and general merchandise. In 1877 he moved to San Francisco and became a prominent member of the Produce Exchange, of which he was later elected president. He leaves a widow and four children.



UNITED STATES WHEAT APPEARS TO HAVE
THE WHOLE WORLD HYPNOTIZED.
BUT WILL IT BE AS "GREAT"
AS EXPECTED?

Our wheat crop this year, according to some people, is going to be so big that there won't be cars, boats nor elevators enough to handle it. The size of it is put as high as \$90 million, even though it'll be two months before spring wheat will be ready to cut. This talk of the enormous crop has given the foreign buyer an idea that he will buy our wheat at 37 cents a bushel. It has made bears by the thousands. In fact, most everyone at home and abroad looks for low prices, but how about the farmer, or the spring wheat crop? Will the former sell freely, and will spring wheat have no accidents? Isn't it also possible for wheat, after hypnotizing the world, to turn around and give it the "cold shoulder" by selling higher? You know when everybody looks for wheat to go a certain way, it most always goes t'other way. Of course, history does not always repeat itself, and the bears' expectations may be realized.—Zahm's Circular.

TRANSPORTATION

The Illinois Central line will inaugurate in August a steamship service between New Orleans and Glasgow, Scotland, in connection with the Weir Line of steamers.

Lake grain transportation has been very dull, owing to light cash trade, and the larger demand for ore carriers. Rates have ranged from 1½ to 1½ cents, Chicago to Buffalo.

The flour and grain exports from Newport News, Va., have within the past two or three years reached an aggregate almost as great as that of any other port on the Atlantic Coast.

Vessels are being chartered on the Pacific Coast to carry wheat to England at 40s. (\$9.60) per ton and it is thought that the supply of carriers will be ample at that figure or a little higher.

The Great Northern and Northern Pacific railways have each largely increased their car equipment since last year, and they expect to handle the crop without congestion either at division or terminal points.

A new line of steamers, consisting of four vessels of from 8,000 to 10,000 tons burden, will ply between Leith, Scotland, and New Orleans and Galveston. They will carry grain and cotton from the southern ports.

The Santa Fe Railroad is equipping all its grain cars with patent doors which slide up and down, and when the car is empty fasten to the roof. This road has put in about 4,000 of these doors in the past two years.

The Grand Trunk and the Canadian Pacific railroads have made a cut in Canadian grain rates. The reduction is 2½ cents on export grain to seaboard, and was made to meet the competition of the Chicago-New York lines.

Ocean grain rates moved up rapidly during the latter part of June from 6 cents per bushel to Hamburg to 7½ cents; from 3 cents per bushel to London to 4 cents, and from 2 cents to Liverpool to 2½ cents, with a marked tendency to still further advance.

The Chicago, Rock Island & Pacific Railway has established four new towns on the Liberal extension of its line toward El Paso, Texas. They are: Optima, Okla., 30.4; Tehoma, Okla., 60.1; Stratford, Texas, 80, and Dalhart, Texas, 111.2 miles respectively west of Liberal.

The Kansas Board of Railroad Commissioners has requested the railroads of that state to provide sufficient cars to move the wheat crop, which will be very large, and warns the companies that no discrimination against shippers not owning elevators will be tolerated.

Milwaukee is to have a permanent harbor improvement committee, to consist of ten members, including representatives from the city government, the Business Men's Association, the Merchants' and Manufacturers' Association, the Chamber of Commerce, the steamship lines, grain trade, etc.

Grain shipments by boat from Chicago during the first week in July were the lightest of the present season, aggregating only 2,304,000 bushels, of which 404,000 bushels were corn. This was a decrease of 74,000 bushels from the aggregate of the previous week, and 781,000 bushels less than the shipments of the third week in June.

The Hamilton Spectator replies to a New York paper which charged that high grain rates on the Canadian Pacific were absorbing all the profit in wheat which the Manitoba farmer might otherwise get, saying that the grain rates on the Canadian Pacific will compare very favorably with rates on the Great Northern for similar distances.

Eastbound rates from Kansas City have been entirely demoralized, grain rates being off from 5 to 10 cents per hundred pounds. Grain is being carried from Kansas City and points west to gulf ports at 12 cents per hundred, which is less than the tariff rate on grain from Chicago to the Atlantic seaboard, and eastbound Missouri River roads find it impossible to get any grain without cutting rates. Some of the roads threaten to cut openly and inaugurate a rate war.

Large shipments of grain from the Southwest to Liverpool via Galveston and Port Arthur are predicted. A. A. Fowler & Co., a New York exporting house, will run a line of its own steamers from Galveston and Port Arthur to Liverpool, Bremen and other foreign markets, to carry grain exclusively. The Davidson Grain Company, of which J. K. Davidson is president, will buy a large part of this grain at the country stations along the Missouri, Kansas and Texas Railway, and will ship to Galveston. A. A. Fowler & Co. will be represented at Kansas City by Bruce Inman, and will

ship to Port Arthur, buying from a large radins around Kansas City.

Mr. Tarte, the Canadian minister of public works, in a recent address to the business men of Montreal, said that the Port Colborne works would be completed in two seasons, and that the government was about to commence important works at Georgian Bay and the French River. He said that as soon as the St. Lawrence route was made right Montreal would have dozens of elevators, like Buffalo. This would be necessary when shippers began to transport by the St. Lawrence River a good portion of the 40,000,000 tons of freight tributary to the great lakes, and for which Montreal was the natural outlet.

Crop reporters, in the interest of special employers, are trying daily to kill the corn crop and swell the wheat crop. These reports indicate how certain speculators are "fixed" as to the market. —Pope & Eckhardt Company's Market Letter, June 23.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, for cash, grain elevator doing good business, in good town. Give full particulars first letter.

WM. W. BOUSLAUGH, Sumner, Iowa.

ELEVATOR WANTED.

Wanted, to buy a modern elevator in corn and oats belt. Must do large business and be situated in good sized town.

HORNER & CO., Hume, Ill.

INSPECTION ENVELOPES.

Best envelope known for mailing samples, seeds or flour. Your customer can inspect sample without removing from envelope.

INSPECTION ENVELOPE CO., Box 542, Mt. Sterling, Ky.

WANTED.

For cash, a grain elevator doing a large business in a good town in good farming section. Give particulars and description in full in first letter. Address

ADAM A. MOWREY, Box 381, Wooster, Ohio.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

WANTED.

Wanted, old engines, boilers and scrap iron.

For sale, complete power plants.

We can rebores your cylinder and valve seats right in their position. Address

FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

WANTED.

A first-class bookkeeper for auditor for line of 25 grain and implement stations with \$10,000 to \$15,000 cash, to take stock in the business if found satisfactory on investigation. First-class references exchanged. Address

AUDITOR, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Position by a thorough, practical grain man, with a grain or elevator house, as buyer or seller of grain, manager or superintendent of elevator, or to represent such firm on the St. Louis Merchants' Exchange. Also experienced in office routine and flour milling. Can give best of references. Address

S. E., Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

BUFFALO DOCK PROPERTY.

For sale, 270 feet best located dock property in Buffalo.

ARTHUR S. GOLTZ, Buffalo, N. Y.

OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers. Complete and in first-class order. For terms and price, address

W. D. JUDD, St. Louis, Mo.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

TRACK SCALES FOR SALE.

Fairbanks pattern, 45 tons' capacity, 36-foot platform, double iron beam with brass face, combination poise. All in first-class repair.

McFARLIN GRAIN CO., Des Moines, Iowa.

BARLEY GRADERS.

For sale, two King Barley Grading Machines, capacity 2,000 bushels per hour. Practically new. Not handling barley so have no use for same. Address

PEAVEY GRAIN CO., 79 Board of Trade, Chicago.



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Sioux City,
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Milwaukee,
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Chicago, Milwaukee & St. Paul Ry.

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SEED MERCHANTS.

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Hungarian, COR. FIFTEENTH, Flax Seed,
Millet, Pilsen Station, CHICAGO. Buckwheat,
Red Top, Etc., Etc.

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SHIPPERS OF WESTERN GRAIN,**Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.Elevators along the lines of the following railroads in Central
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Main Office, 6th Floor, Illinois National Bank Building,

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No Wheat For Sale.

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Steel Roofing,
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Siding and Metal
Ceiling.SEND
FOR CATALOGUE**"ZANZIBAR" ELEVATOR PAINT.**

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RUST. SPARK,
WATER,
WEATHER } PROOF. Guaranteed
Five
Years.

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Eastern Works: NILES, OHIO.



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iron, either painted
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We make Patent
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We make a specialty of
Corrugated Iron and Metal Roofing
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And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

COMMISSION CARDS.[We will not knowingly publish the advertisement of a
bucketshop keeper or irresponsible dealer.]**JOHN WADE & SONS,**

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Members Merchants' Exchange. Warehouse Capacity, 250 Cars.

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....SUCCESSOR TO....

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416-418 Bourse Bldg., Philadelphia, Pa.

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draft with bills of lading attached honored on all shipments.**SMITH-GAMBRILL CO.,**

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DANIEL McCaffrey's Sons,

Leading Hay Dealers,

PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

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L. Bartlett & Son,GRAIN AND PRODUCE
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Milwaukee, Wis.Careful attention given to orders from Brewers, Maltsters and
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James Parrott, Vice-Pres't.F. A. Roennigke, Secretary.
Trave Elmore, Treasurer.**PARROTT-BAXTER GRAIN CO.**COMMISSION,
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414 Chamber of Commerce.

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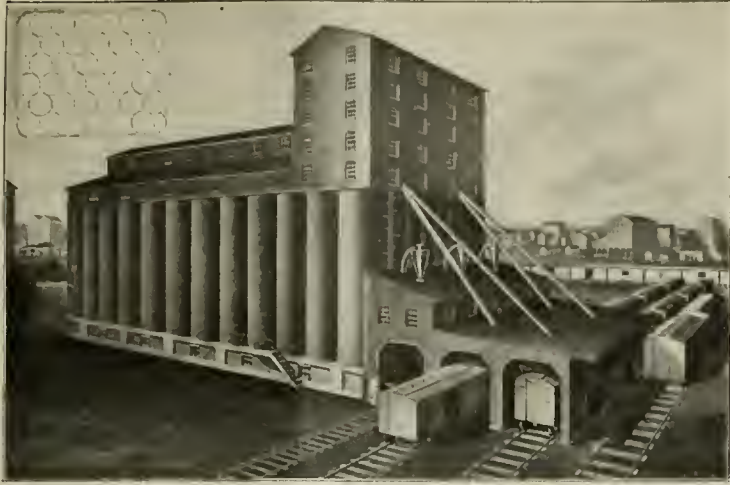
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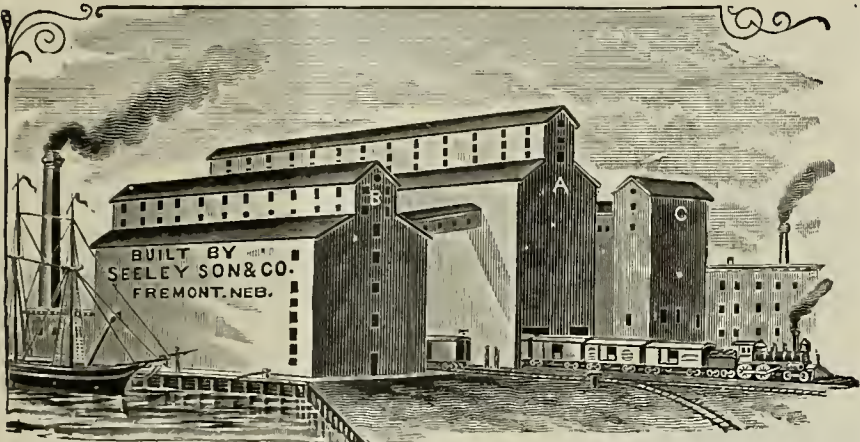
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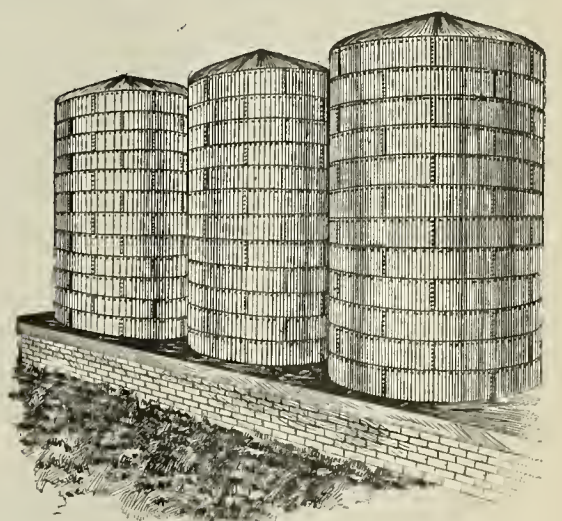
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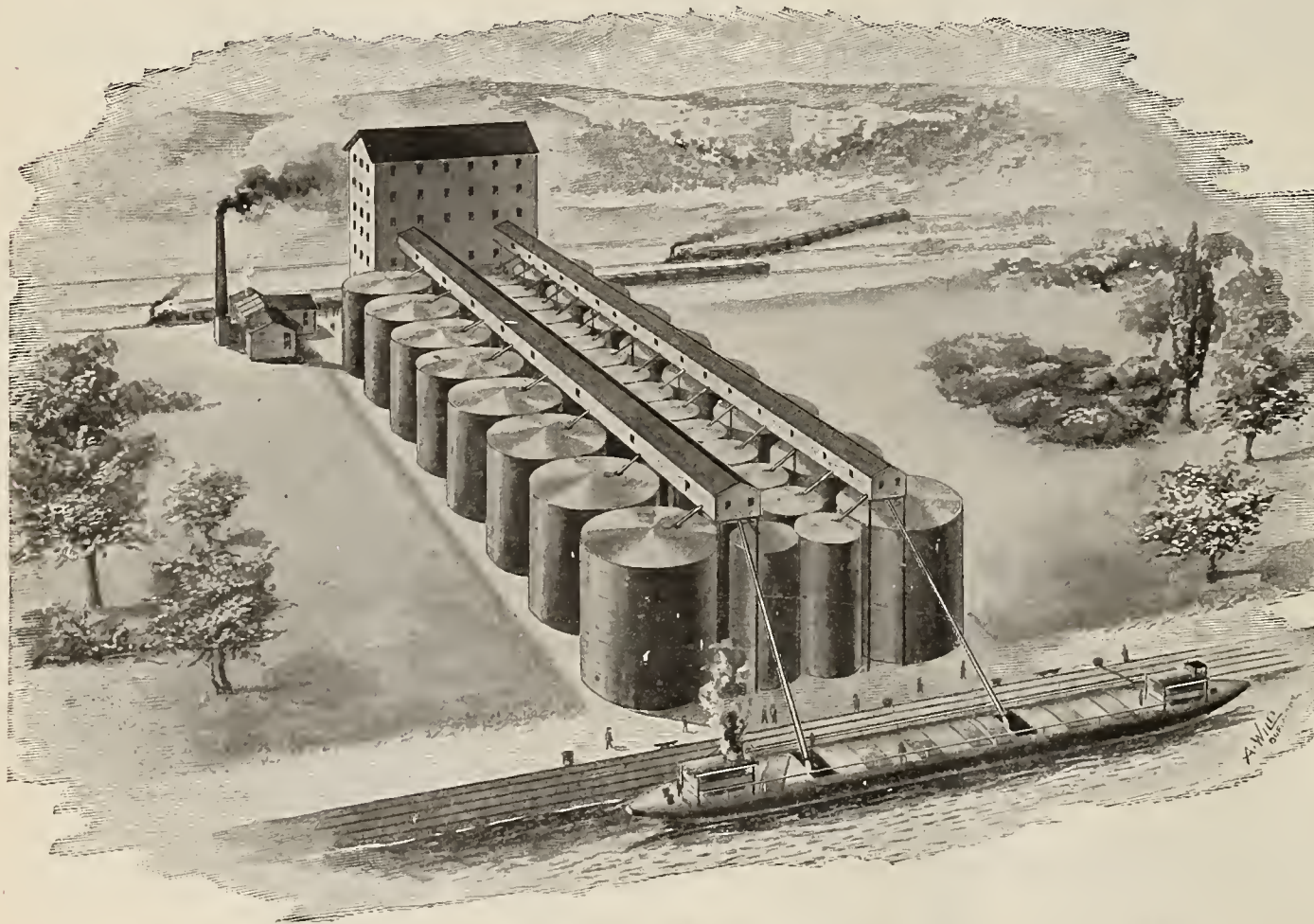
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SLEEPY EYE MILLING CO., Hendricks, Minn.	20,000
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Canada-Atlantic Railway Elevator, Coteau Landing, Que.	500,000
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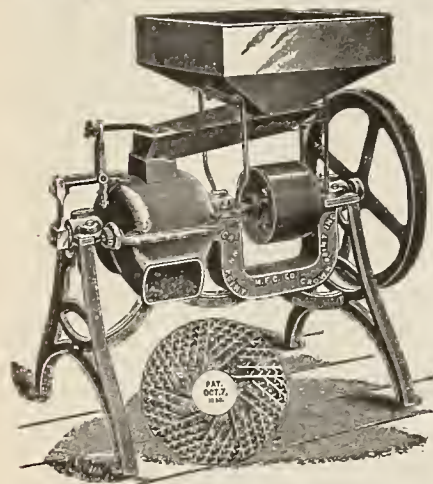
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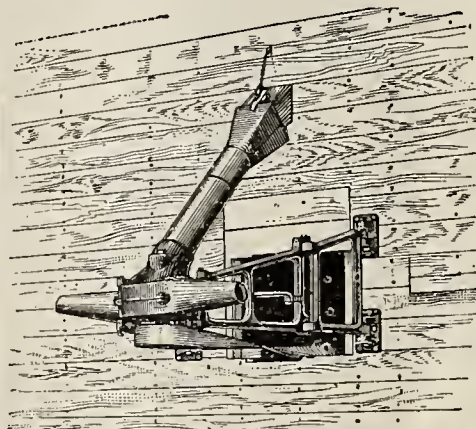
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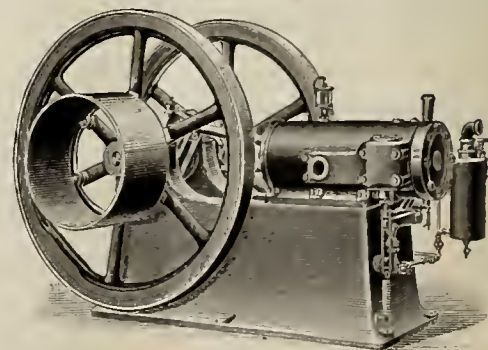
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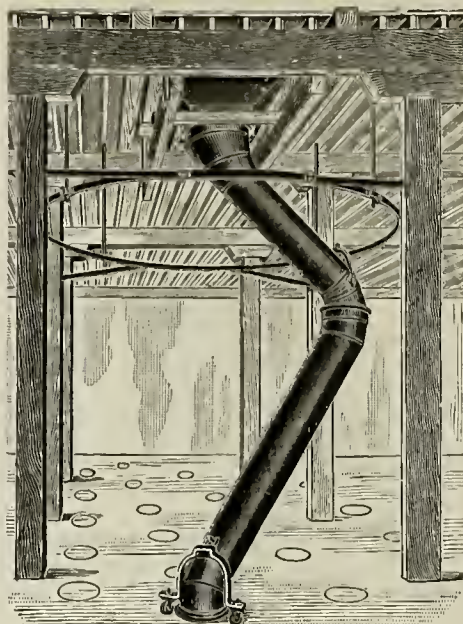
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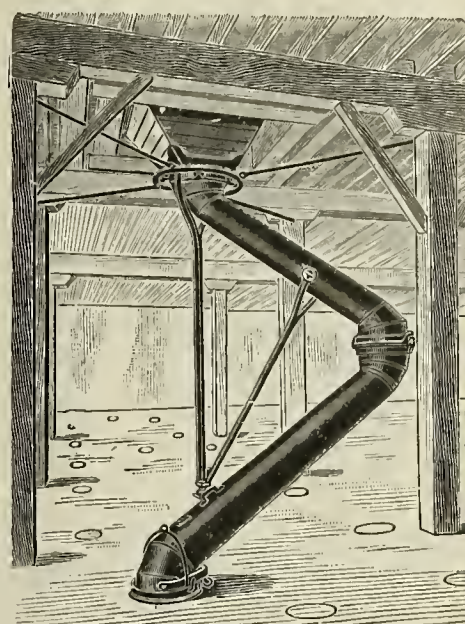
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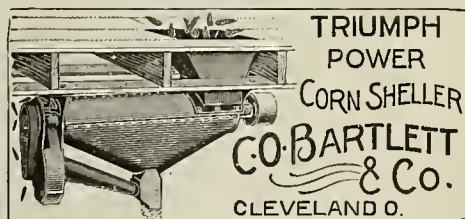
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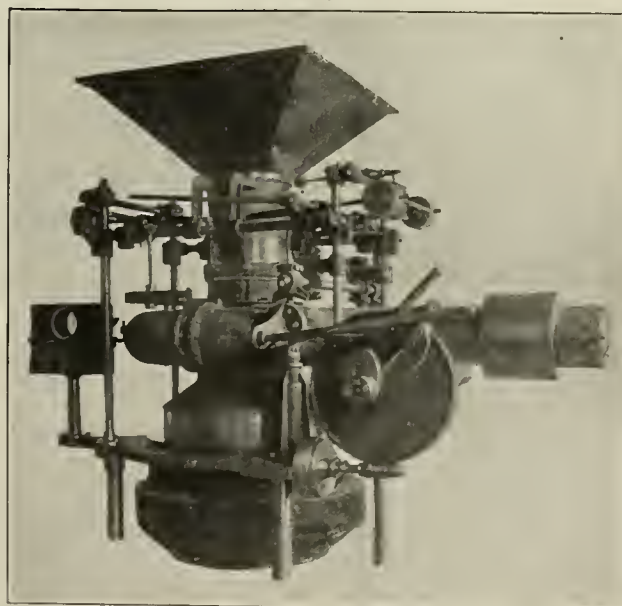
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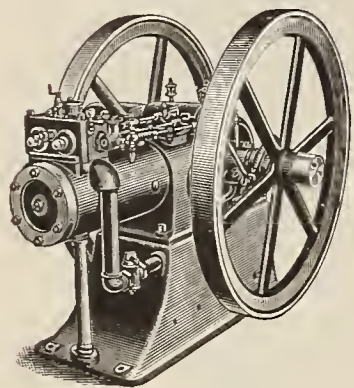
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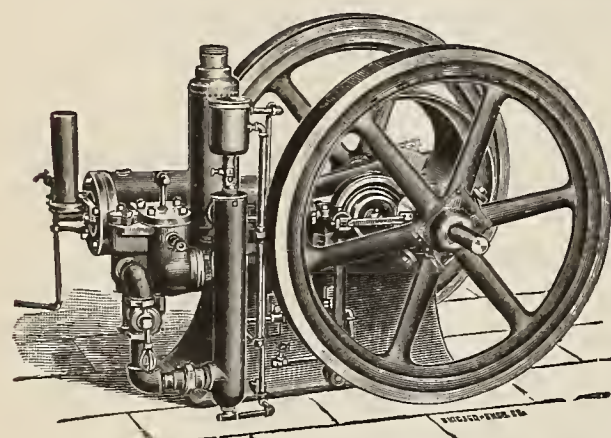
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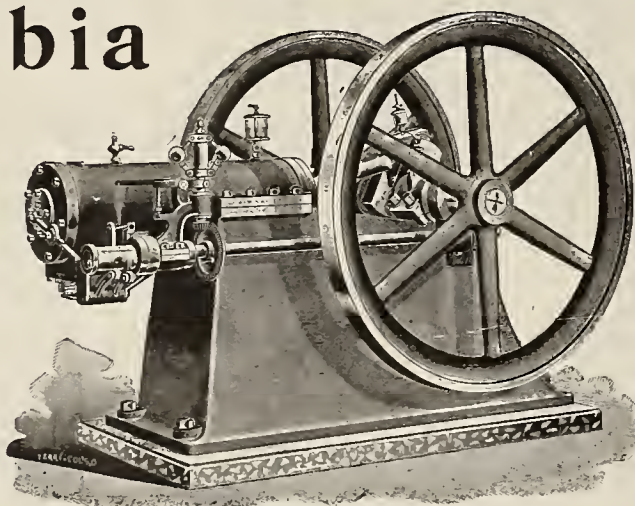
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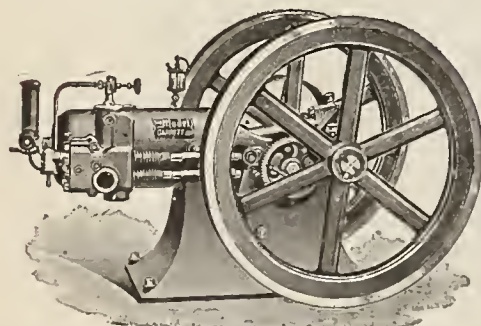
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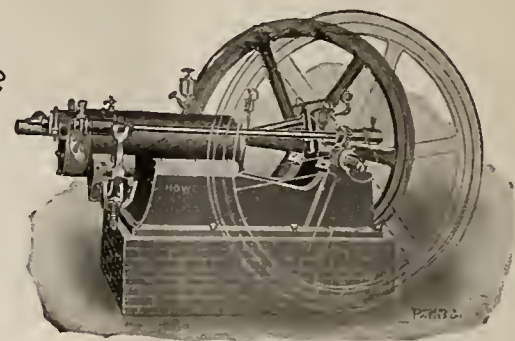
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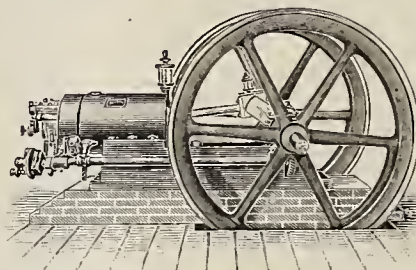
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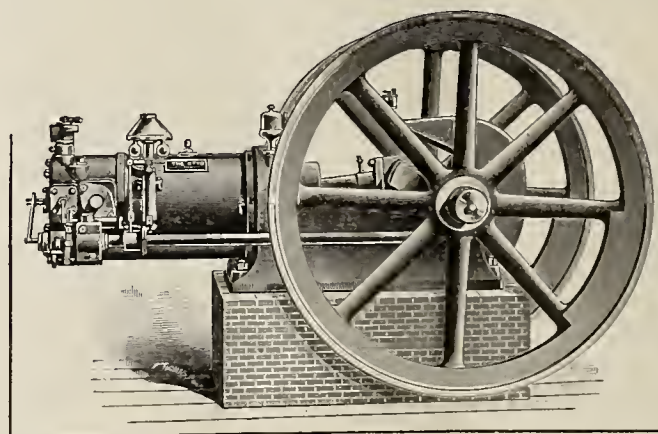
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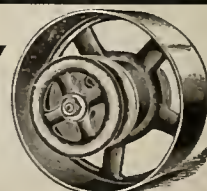
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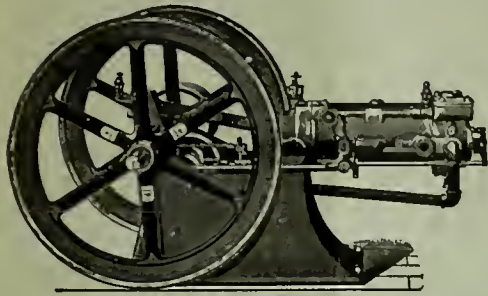
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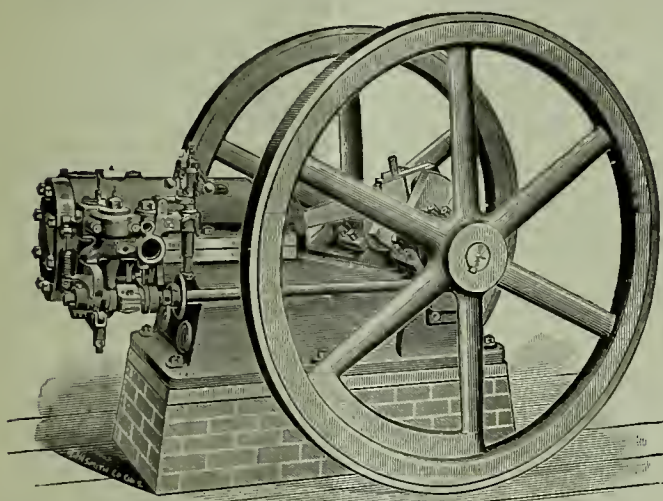
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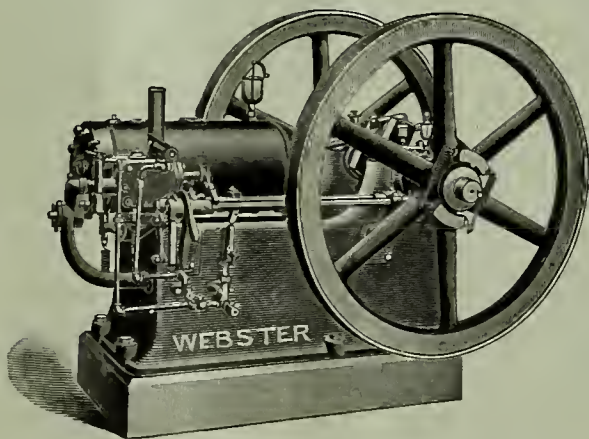
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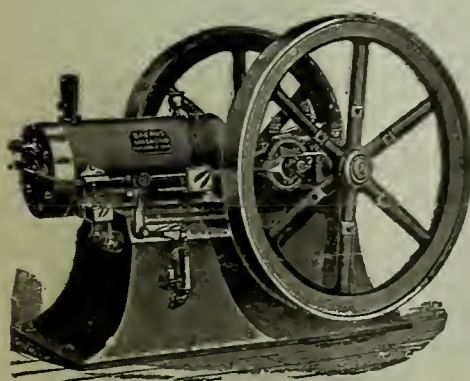
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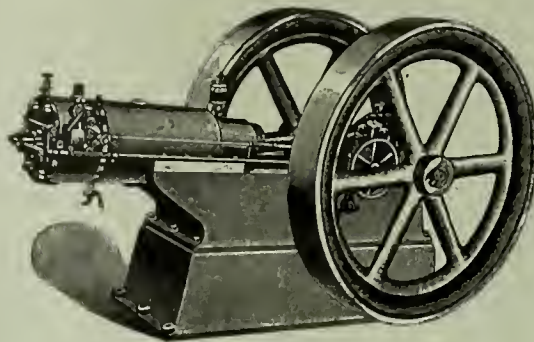
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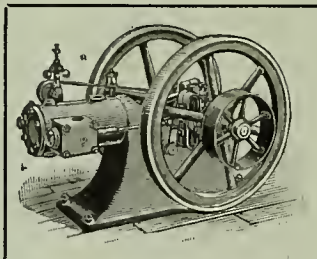
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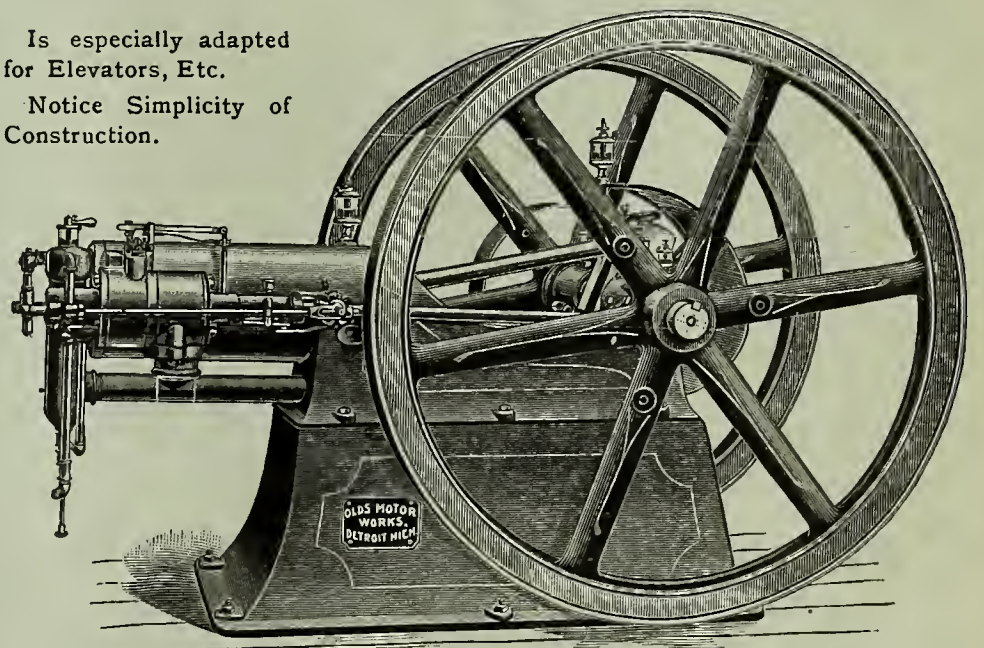
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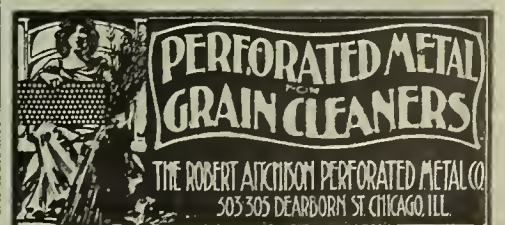
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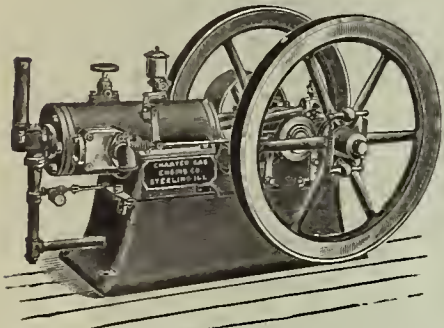
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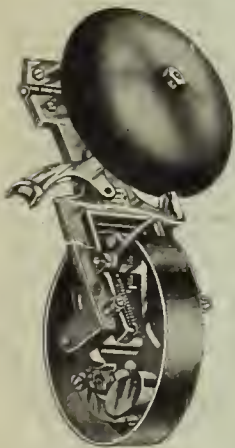
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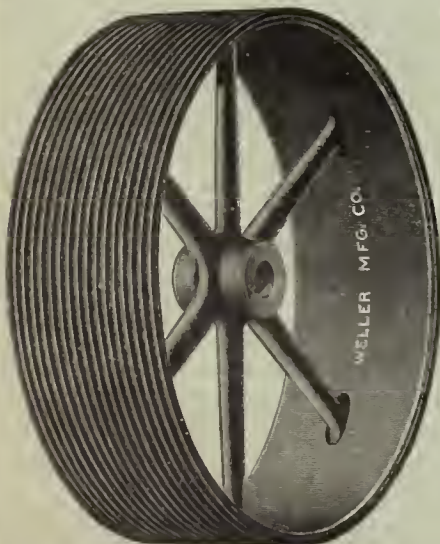
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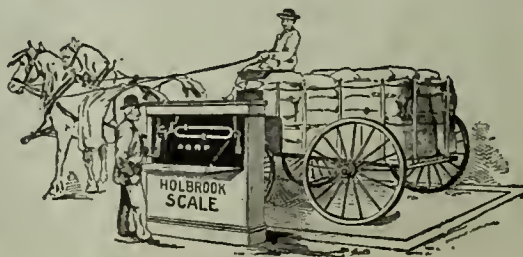
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